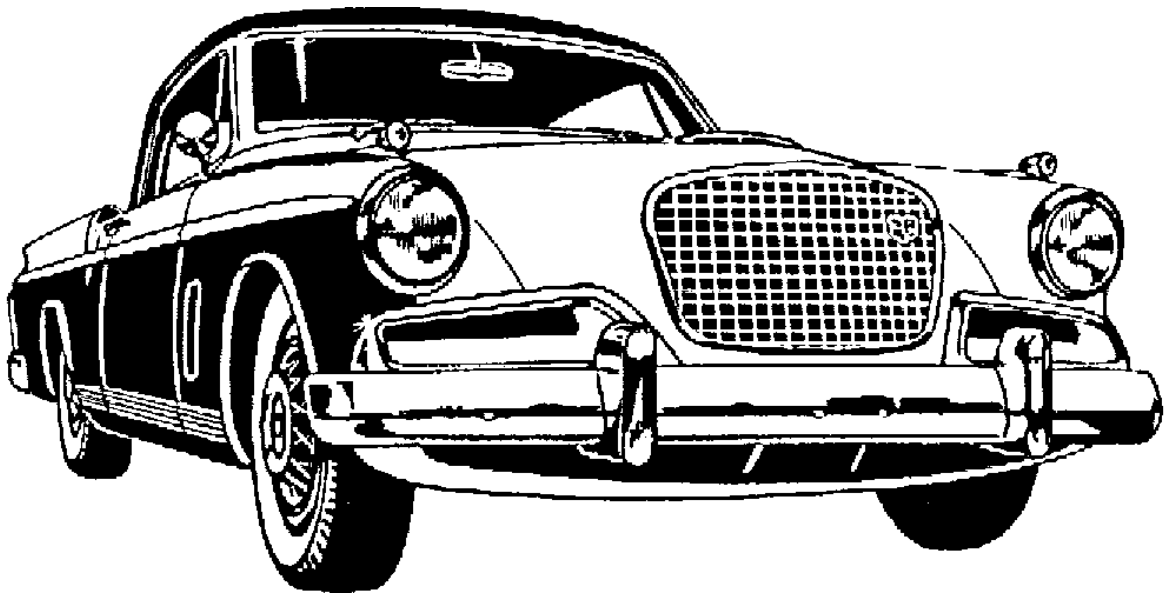
1956

STUDEBAKER



GOLDEN HAWK

AUTHENTICITY

GUIDE

THE 1956 STUDEBAKER

GOLDEN HAWK

AUTHENTICITY GUIDE

PRODUCED AND COPYRIGHTED BY

FRANK J. AMBROGIO

AUGUST, 1996

INTRODUCTION

This *1956 STUDEBAKER GOLDEN HAWK AUTHENTICITY GUIDE* was compiled with the cooperation of members of the *1956 Studebaker Golden Hawk Owners Register*. Participating members responded to questionnaires indicating the color, condition, texture, location, etc., of items related to authenticity. The results were compiled and compared against other sources to determine what is probably the most correct condition.

Authenticity is a rather nebulous term as applied to Studebakers. During my research, I found paint codes and paint schemes which were not listed in any of the Studebaker literature I've seen. One car's original production order listed air conditioning as an accessory, but all literature I've seen indicates that A/C was not an option on any Hawk models in 1956. Bob Palma of Brownsburg, Indiana and George D. Krem of Iowa City, Iowa each sent me a copy of an invoice for a car, sold by Bob's father, which specifies a special leather interior.

Every effort has been made to research the items listed as thoroughly as possible. I placed more significance on magazine articles and drive reports from the period when the cars were new, than on company brochures and advertisements which often were printed before the cars actually went into production.

Even relying on magazines from the period was no safe bet. The April 1956 issue of Hot Rod magazine shows a beautiful picture of the dashboard and steering wheel on page 54. However, the horn button was from a 1955 model. As for company brochures, the one entitled *STUDEBAKER HAWKS, craftsmanship with a flair* also shows a 1956 Golden Hawk dashboard and steering wheel, however the steering wheel is black.

***Mine's Original*. I have also learned to be suspicious of any car described in this way. One member's car was in the family since new, but had the 1957-1961 hood on it. The car had been in several accidents and somewhere along the way, the hood was changed. Another supposedly *original* car had a slightly different pattern on the front seat than on the back seat. Nearly half a century, several changes of ownership, and any number of body shop visits can do wonders for a car's *originality*.**

Another valuable source of information, although not totally accurate, was the original production orders. *Newman & Altman Inc.* of South Bend, Indiana maintains these documents and I must thank Dennis Lambert who was so supportive in allowing me complete access to those records.

There are a few items included here which some might perceive as *nitpicking*. They are only presented to raise awareness and to show that there will always be questions, as well as differences of opinion, when it comes to authenticity.

Therefore, this *Guide* should be used to provide support for those items which may be questioned. *It is not intended as proof that something on a particular car is incorrect.*

I must express my thanks to all the members of the *1956 Studebaker Golden Hawk Owners Register* who participated in the survey. The results

were quite interesting with most of the controversy centered around the position of the slotted end of the generator adjustment arm. Two items which seemed to be the least known were the tags for the generator field terminal and the tachometer sending unit.

I would also like to extend a special thank you to:

Richard Quinn **of Mokena, Illinois who obtained original documents from** ***Newman & Altman Inc.*** **and supplied copies to support some of the findings included herein. Richard summed up the authenticity question in his Studebaker Almanac column in the June 1995 issue of the** ***Studebaker Drivers Club's Turning Wheels magazine*****. In that article, he states,** ***"If there is anything I have learned in 33 years of Studebaker ownership and research, it is this: NOTHING IS FOR SURE WHEN IT COMES TO STUDEBAKER."*** **It was with that statement in mind that I prepared this** ***Guide*****. I hope you will remember these words while using it.**

George Krem of Iowa City, Iowa who contributed some information on paint and upholstery which identified some late addition paint codes.

Doug Hughes of Westchester, California who helped track down a few Accessory Code descriptions which I could not locate in any of the material I have.

René Harger of Knoxville, Tennessee who provided information on the interior upholstery and style used on the 1956 Golden Hawk.

My wife, Anita, who has dutifully, and probably painfully, read this ***Guide*** **a dozen times through all the revisions. Each time she has caught, what seems like, hundreds of grammatical, spelling, and punctuation** ***"misteaks"*****. I'm sure some have escaped her scrutiny, but thanks to her diligence and patience, the number is greatly reduced.**

Although I have tried to be as accurate and complete as possible, I am the first to recognize that this effort is <u>not</u> the final word. That is why I've called it a ***guide*** **rather than a** ***handbook*****. In many instances, I won't be providing the answer. I'll be stating what appears to be the norm. I will also show some deviations and will let you be the judge.**

I think the authenticity question can sometimes get a little too complex. As an example, Spoke Type wheelcovers are a legitimate option for 1956 Golden Hawks. However, they were not introduced until February of 1956. Would a 1956 Golden Hawk be considered ***authentic*****, if it sported the Spoke Type wheelcovers, and was built before February, 1956?**

Although I have no plans at present to publish revisions or updates to the ***Guide*****, the information will probably be in a state of continuous modification as questions arise and previous assumptions are proved otherwise. New items were coming to light even as I was finalizing this effort. On the chance that future revisions may come about, each page is dated in an effort to help users ensure that the latest information is included. If you care to offer comments, criticisms, counsel, or congratulations, they would be most welcome.**

Frank J. Ambrogio

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GENERAL INFORMATION

1956 Studebaker Golden Hawks were produced in South Bend and Los Angeles (Vernon). None were produced in Canada at the Hamilton, Ontario plant. Although there were certainly controls at both plants, cars assembled at the Los Angeles plant *seem* to vary at times with their South Bend counterparts. Often there is no indication as to which serial number was affected on Los Angeles assembled cars when a midyear change was made to the production run. An effort was made to check the Los Angeles assembled production orders to determine the serial number, *with a final assembly date*, on or after the date of change on the South Bend car. That does not, however, guarantee that the change actually was made at Los Angeles.

The serial numbers of cars produced at South Bend are 6030001 - 6033472. The serial numbers of cars assembled at Los Angeles are 6800001 - 6800601. Although this indicates a total of 4073 serial numbers, only 4071 cars were produced. Two cars, serial numbers 6030726 and 6031367, were scrapped and were not included in the production total.

The first two cars were designated show cars and had final assembly dates of May 23, 1955 and September 23, 1955. The remainder of the South Bend production ran from November 22, 1955 through August 15, 1956. In between, came the Los Angeles assembled 1956 Golden Hawks. The first, serial number 6800001, was (probably) built on or before October 27, 1955. There was no date on the production order, however serial numbers 6800002 through 6800013 were built on October 27, 1955. The last Los Angeles car was assembled on June 3, 1956 and shipped on July 11, 1956.

Engine numbers were assigned in random order, according to the original production orders, from S-1001 to S-4362 for 1956 Golden Hawks with the Twin Ultramatic Transmission. Engine numbers K-1001 to K-1912 were assigned to cars with the three speed manual transmission with overdrive. There were some gaps in the sequence of both series. Overdrive and the Hill Holder feature were standard on all manual transmissions for 1956 Golden Hawks. Anti-Creep and Twin-Traction were not available on 1956 Golden Hawks although 11 production orders listed the Anti-Creep option. The engine number is stamped on the boss at the top side, front end of the cylinder block, next to the oil filler tube.

Body numbers were also assigned in random order and ranged, according to the original production orders, from 1 to 4063. The number appears on a plate on the firewall on the passenger side. The model symbol 56J, and the body symbol K7 appear on the same plate, just above the body number.

56J K7
2951

(NOTE: Some production orders did not show a body number and/or an engine number.)

The car serial number plate is located on the left front door hinge pillar. For some reason, Studebaker-Packard used the letter "I" (or Roman Numeral I) in place of the number "1". As an example, my two cars are serial numbers 6031884 and 6032195. The serial number plate for each reads 603I884 and 6032I95 respectively.

GENERAL INFORMATION

This has caused some confusion whenever a car changes hands, especially when trying to obtain, or transfer, a title for a car that was purchased in another state.

The color photos on pages VII - IX are referenced throughout the Guide to help provide a pictorial representation of the topic under discussion. Those three pages, along with page X which shows the tags and decals used in the engine compartment, represent more than half the cost of producing this Guide. Although I wanted to keep the price of the Guide as low as possible, the four color pages provided a more striking detail than the black and white copies I originally intended to use.

I kept trying to find ways to reduce the cost, but I finally succumbed to the inevitable. I made up my mind after spotting a 1915 Packard advertisement which read, "*Price is Secondary. We build always to the highest attainable quality, and the price is fixed by the production cost*". Although I couldn't follow that concept to the letter, it was all I needed to convince me to use the color photos.

Photo 1 is an original factory photo and was supplied by Richard Quinn of Mokena, Illinois. Photo 3 was supplied by the car's owner, Ross Ball of Lorena, Texas. The 1957 Silver Hawk used in photos 6 & 9 is owned by Jerry and Becky Ray of Winter Springs, Florida. Some photos contain views which contradict conditions identified by other photos. An example is the heater hose bracket in photos 15 and 17. Another is the windshield washer bag location in photos 16 and 17. Yet another, is the seat seams (stitched, not dielectric) in photo 18. Please be careful to refer to the photo(s) identified in the text.

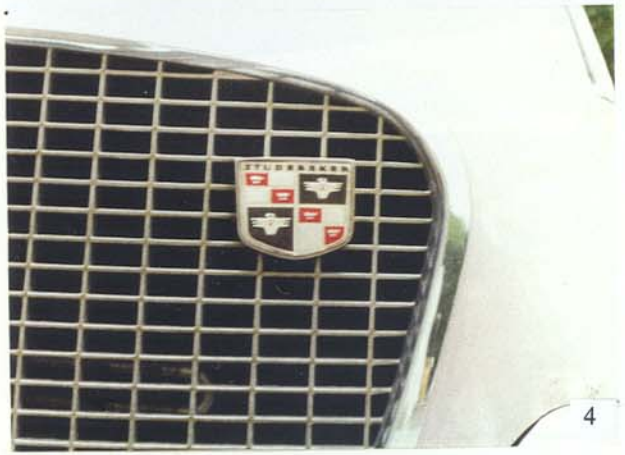
In this Guide, you will find material concerning the questions which our members have asked most often. I have tried to cover as many items as possible, but I am sure I have missed many more. References are made to other Studebaker models including the *other 1956 Hawk models*. Please see the table below for more information on the Hawk models. I hope the information in this Guide will be useful to anyone searching for, maintaining, or restoring a 1956 Studebaker Golden Hawk.

STUDEBAKER HAWK MODELS		
MODEL	YEAR	BODY STYLE
FLIGHT HAWK	1956	C BODY (PILLARED COUPE) K BODY (HARDTOP EXPORT ONLY)
POWER HAWK	1956	C BODY (PILLARED COUPE)
SKY HAWK	1956	K BODY (HARDTOP)
GOLDEN HAWK	1956-1958	K BODY (HARDTOP)
SILVER HAWK	1957-1959	C BODY (PILLARED COUPE)
HAWK	1960-1961	C BODY (PILLARED COUPE)
GRAN TURISMO HAWK	1962 - 1964	K BODY (HARDTOP)

1

2

3


4

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6

7

Golden Hawk
FLORIDA
AUG
UZV 10D
SEMINOLE
8

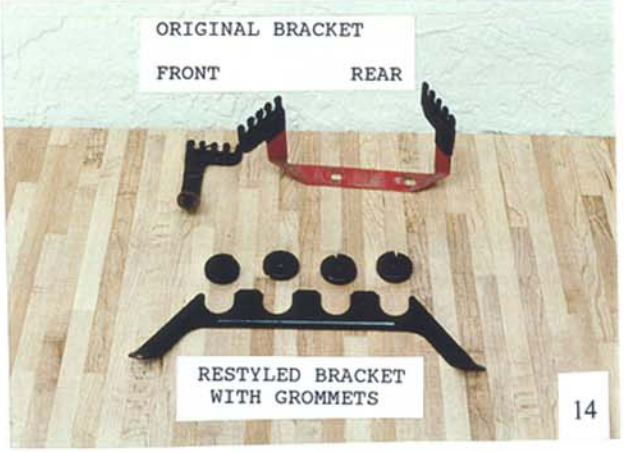
Silver Hawk
575 HAWK
9

10

11

12

13



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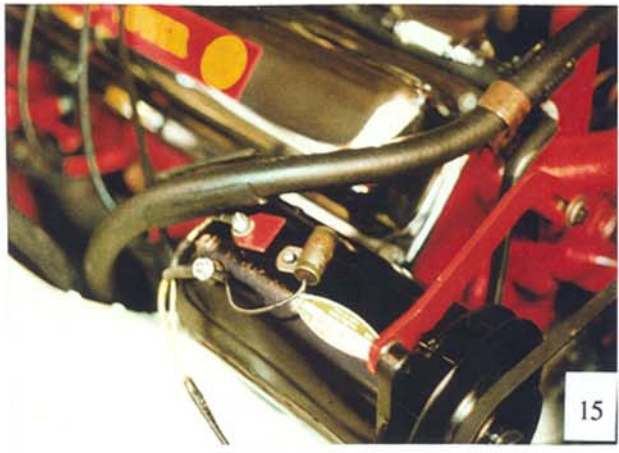
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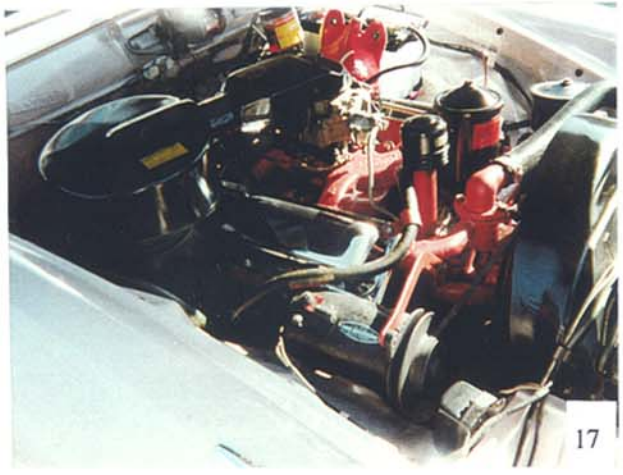
16


17

18

19

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21

22

23

24

25

26

27 28 29 30

VALVE COVER

TACHOMETER

GENERATOR

OIL FILTER

WINDSHIELD WIPER

AIR CLEANER OIL BATH

SERIAL NAMEPLATE

OIL FILLER CAP

SECTION 1

ENGINE COMPARTMENT

ITEM	COLOR	REMARKS
ENGINE BLOCK	RED	RED/ORANGE
FAN BLADE	BLACK	
GENERATOR	BLACK	Auto-Lite
OIL BATH	BLACK	
OIL FILLER CAP	BLACK	
OIL FILTER	BLACK	FRAM
OIL PAN	RED	
VALVE COVERS	ALUMINUM	OPTIONAL CHROME VALVE COVERS WERE AVAILABLE AS ACCESSORY NUMBER AC-2796.

Under the hood, the 1956 Golden Hawk featured a 352 cubic inch version of the Packard overhead valve V-8 engine which was rated at 275 horsepower. A Carter WCFB 4 barrel Carburetor and a dual exhaust system were standard equipment. The 1956 Golden Hawk is the only model, carrying a Studebaker badge, to be outfitted with a Packard engine. Despite its size, the Packard engine was not the largest engine used in a Studebaker. Feature Editor, Fred K. Fox, noted in the August 1996 issue of *Turning Wheels* that this distinction belongs to the 1908 Studebaker-Garford Model B. Rated at only 40 horsepower, the 4 cylinder T-head engine was 372.1 cubic inches.

The same Packard V-8 engine was used in the 1956 Clipper Custom and Packard Executive. All other Studebakers produced in 1956, including the other Hawk models, came equipped with one of the Studebaker engines. The 1957 and 1958 Golden Hawks came with a supercharged Studebaker 289 cubic inch engine. An aftermarket McCulloch supercharger from Paxton was also available for the 1956 Packard 352 cubic inch engine.

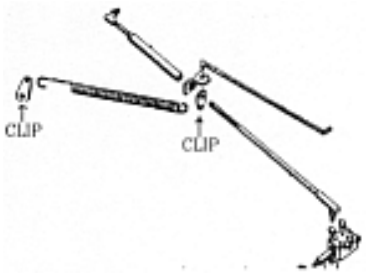
The 1956 Packard Caribbean came equipped with a 374 cubic inch version of this same engine and dual 4 barrel carburetors. Horsepower for the Caribbean was rated at 310. No 1956 Golden Hawks came from the factory with dual 4 barrel carburetors. At least there was no indication to the contrary on any of the original production orders.

The original owner of one of my cars told me he tried to order the dual 4 barrel configuration from the factory when he ordered his car, but that Studebaker-Packard would not do it. Apparently many dealers installed a dual 4 barrel setup, at the customer's request, or the customer had it done elsewhere. This modification probably increased the horsepower to nearly 300 (photo 16).

Many of the original production orders for exports, including Canada, show an item identified as *LC HEAD* and/or *8.25 to 1 RATIO*. The parts catalog supports the standard 9.5 to 1 ratio as well as this lower compression engine. Some people have stated that some 1956 Golden Hawks came equipped with the 374 cubic inch engine as used on the Packard Patrician. The only item on the production orders which may lend credence to this is an item, on three production orders, identified as *HC HEAD*. Nothing in the parts catalogs supports this claim.

ENGINE COMPARTMENT

ACCELERATOR RETURN SPRING



ACCELERATOR RETURN SPRING

The accelerator return spring should be attached to a small clip which is mounted to a valve cover bolt. The 1956 *Shop Manual* shows this clip mounted to the center valve cover bolt on the driver's side. Many cars have the clip attached to the front valve cover bolt. Still others have it attached to the bolt that anchors the oil filter housing. Many cars are missing the clip entirely and have the spring attached to the base of the oil filter.

A similar clip attaches to the bell-crank-to-carburetor rod. This second clip can be moved up or down the rod to increase or decrease the spring tension as desired.

Source of reference:

1955 - 1958 Chassis Parts Catalog, page 72.
1956 Passenger Car Shop Manual, Electrical section, page 41 Fig 90.
Motor Trend dated February 1956, page 21.
Hot Rod Magazine dated April 1956, page 21.

BATTERY GROUND CONNECTION

The battery ground cable runs from the negative side of the battery to the rear bolt of the intake manifold on the driver's side of the engine block.

Source of reference:

1955 - 1958 Chassis Parts Catalog, page 227.
Motor Trend dated February 1956, page 21.

FAN BLADE ASSEMBLY

The 4 blade fan is painted black. A new fan constructed of heavier metal (14 gauge instead of 15) and with blades held together by 8 rivets instead of 4, entered production with serial number 6033140 with a final assembly date of 6-21-56. The last Los Angeles car was assembled on 6-3-56, so probably none of these cars came equipped with the new fan. The new part number was 1542138-P and substituted for part number 1540160-P.

The production order for one car listed a 5 blade fan and another one listed a 6 blade fan. Both 5 and 6 blade fans were available for other 1956 Studebakers, including the other Hawk models, but none are listed for the 1956 Golden Hawk in the parts catalog. The *1956 Packard Parts and Accessories List* does show a special part number for the fan on cars equipped with air conditioning. I saw an air conditioned Packard and it sported a 5 blade fan.

Source of reference:

Service Bulletin No. 316, Page 2.
1955 - 1958 Chassis Parts Catalog, page 155.
Original production order review.

ENGINE COMPARTMENT

FENDER APRONS

The fender aprons should be painted the same color as the upper portion of the fenders (accent color). There were a few variations in our survey. Several owners indicated that their car's fender aprons were painted black, but most felt that black was not the original fender apron color.

Source of reference:
- Survey results.
- Science and Mechanics dated April 1956, page 74.

FIREWALL

The firewall should be painted the same color as the lower portion of the lower body (body color) on cars produced in South Bend.

Cars assembled in Los Angeles seem to have the firewall painted to match the inner fender aprons (accent color).

No one has offered a satisfactory explanation for the variation in firewall colors between the two production facilities. The anomaly seems to be consistent through the entire model run.

Source of reference:
- Survey results.
- Science and Mechanics dated April 1956, page 74.

GENERATOR

The generator should be painted black. The green & silver AUTO-LITE name plate actually appears upside down when viewed from the passenger fender side of the car. There should be a small red tag on the field terminal, the one which does not connect to the radio condenser (photo 15). The tag is about 1-1/4" x 1" and has black lettering on it (page X) which reads:

DO NOT INSTALL RADIO CONDENSERS OR RESISTORS AT FIELD TERMINAL ON GENERATOR OR REGULATOR TO GROUND

GENERATOR TAG

I don't believe the round field terminal tag shown at the right was used on the 1956 Golden Hawk's generator field terminal. I don't know when this tag came along but all indications are that it would not be correct for this car.

Source of reference:
- 1955 - 1958 Chassis Parts Catalog, page 3, Plate 01-4.
- Hot Rod Magazine dated April 1956, page 21.
- Survey results.
- Two New Old Stock generators
- Two used generators

ENGINE COMPARTMENT

GENERATOR ADJUSTMENT ARM

GENERATOR ADJUSTMENT ARM

The generator adjustment arm bracket should be painted the same color red as the engine block.

There seems to be conflicting evidence as to whether the slotted end should be mounted on the generator or on the engine block.

On many South Bend cars (about 55% in our survey), the generator adjustment arm is mounted with the long slotted end attached to the engine block and the small hole end to the generator. Other South Bend produced cars have the slotted end mounted on the generator. In our survey, all but 1 Los Angeles assembled cars have the slotted end mounted on the generator.

Mounting the slotted end on the engine block appears contrary to normal application. I am told this was done because mounting it in the "normal fashion" on Packard models caused the arm to hit the fender apron. However, on Packards, there is a small depression, about 2 inches in diameter and 1/2 inch deep, in an air duct along the inner fender which appears to allow for the bracket's intrusion into this area.

A *Packards International Motor Car Club* official, as well as the son of one Packard owner, Bob Palma of Brownsburg, Indiana, stated that the slotted end should be mounted on the engine. Several Packard owners, however, indicated that the bracket was mounted with the slotted end on the generator. Packard owner, Ken Stuckey of Orlando, Florida, suggested that sagging or deteriorating motor mounts may have caused the engine to rock excessively causing the bracket to hit the air duct if the slotted end was on the generator.

Both the Packard and Studebaker parts catalogs show the slotted end on the generator. The Studebaker and the Packard Shop Manuals show a front engine view which clearly shows that the slotted end is mounted on the generator. Packard historian and author, George Hamlin of Clarksville, Maryland noted that *"the 1955-56 Packard parts catalog was done in 1955, and would not show any 1956 configurations unless it was something like push button shifters, an item that came out for 1956."* That being the case, if a switch was made to reverse the position of the adjustment arm, it would not appear in the parts or shop manuals. The most likely place for this item to be documented would be the Service Bulletins, but I have never seen anything on this subject.

Both of my 1956 Golden Hawks have the slotted end of the generator adjustment arm on the engine block (photos 15 & 17). Since so many generator adjustment arms were mounted with the slotted end on the engine block, one would have to conclude that either way would be appropriate.

Source of reference:

Survey results.
Packards International Motor Car Club
Packard Service Manual, Section IX, page 2, figure 6.
Hot Rod Magazine dated April 1956, page 21.

ENGINE COMPARTMENT

HEATER HOSE CLAMP

The heater hose coming from the water manifold should pass through a small clamp mounted to the water pump manifold bolt just in front of the valve cover on the passenger side. The clamp is attached in a vertical position so that the hole is on the bottom and the curved portion of the clamp is at the top (photo 15).

A photo in Hot Rod Magazine dated April 1956, page 21, shows the heater hose running behind the oil filler tube across the top of the valve cover with no clamp evident at all.

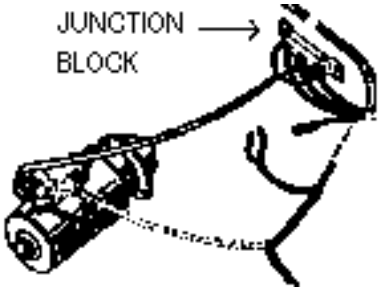
Source of reference:

1955 - 1958 Chassis Parts Catalog, page 3, Plate 01-4.
Motor Trend dated February 1956, page 21.
Hot Rod Magazine dated April 1956, page 21.

JUNCTION BLOCK, starter cables

There is a junction block, with three terminals, located on the firewall behind the battery on cars beginning with serial number 6031808 (except 6031834 and 6031840). The Los Angeles equivalent would be approximately 6800352. The wiring harness has separate cables to the starter solenoid switch.

Prior to serial number 6031808 (but including serial numbers 6031834 and 6031840) the wiring harness had integral wires to the starter solenoid switch and no junction block was present.



JUNCTION BLOCK

Source of reference:

1955 - 1958 Chassis Parts Catalog, pages 161, 225.

OIL BATH - AIR CLEANER

The air cleaner (oil bath) should be painted black. The decal is located on the top of the circular area. Most are at the front edge but a Hot Rod Magazine dated April 1956, page 21, showed one mounted toward the fender. The color is yellow with black letters and the size is approximately 3" x 1-1/2". Among the several variations of the decal, the one shown on the decal page X, <u>seems</u> to be the correct one. The parts catalog lists a special part number, 1540431, for the air cleaner used on the 1956 Golden Hawk.

Source of reference:

1955 - 1958 Chassis Parts Catalog, page 3, Plate 01-4.
Motor Trend dated February 1956, page 21.
Mechanix Illustrated dated April 1956, page 96.
Hot Rod Magazine dated April 1956, page 21.
Science and Mechanics dated April 1956, page 74.

ENGINE COMPARTMENT

OIL DIP STICK

The exposed portion of the oil dip stick should be painted the same color red as the engine block.

Source of reference:
Survey results.

OIL FILLER CAP

OIL FILTER CAP

The oil filler cap is painted black. The decal is located on the vertical face (photo 17). The color was probably black with buff letters, but seems to turn blue with yellow letters after use (see page X).

Source of reference:
1955 - 1958 Chassis Parts Catalog, page 3, Plate 01-4.
Packard's International 1994-95 catalog, page 6.
Mechanix Illustrated dated April 1956, page 96.
Hot Rod Magazine dated April 1956, page 21.
Science and Mechanics dated April 1956, page 74.

OIL FILTER

The oil filter canister and the bracket should both be painted black (photos 16 & 17).

The decal should be located on the front of the filter case, at the top just below the lip of the cover. The decal colors are red with black and gold letters (see page X).

Source of reference:
1955 - 1958 Chassis Parts Catalog, page 40.
Motor Trend dated February 1956, page 21.
Mechanix Illustrated dated April 1956, page 96.
Hot Rod Magazine dated April 1956, page 21.
Science and Mechanics dated April 1956, page 74.

POWER STEERING PUMP

The power steering pump is painted black. The pump was changed with serial number 6031693 with a final assembly date of 1-31-56. The pump came with white lettering on the cover (although a few cars were built after this serial number with the early type pump). The Los Angeles equivalent would be approximately 6800334 with a final assembly date of 1-31-56.

The new pump hydraulic return hose is attached to a tube in the reservoir, rather than to the pump cover assembly. The return hose does not have high pressure fittings, but has wraparound hose clamps.

Source of reference:
Service Bulletin number 315, page 7.
Motor Trend dated February 1956, page 21.
Mechanix Illustrated dated April 1956, page 96.

ENGINE COMPARTMENT

RADIATOR BAFFLE and SEAL

RADIATOR BAFFLE and SEAL

The seal on the radiator baffle is mounted on the front of the baffle. The baffle, as well as the radiator, should be painted black.

The heavy duty staples go in from the front side, through the seal, and then through the baffle.

There is also a seal along the bottom edge of the baffle.

Source of reference:
1955 - 1958 Chassis Parts Catalog, page 142.
Hot Rod Magazine dated April 1956, page 21.
Science and Mechanics dated April 1956, page 74.
Survey results.

SPARK PLUG CABLE BRACKET

There are two types of spark plug cable brackets used on 1956 Golden Hawks. The older style mounts to the center valve cover bolt and has four slots for the spark plug cables to rest in. This bracket is painted black (photo 14). There is a left (part number 439830) and a right (part number 439831) bracket.

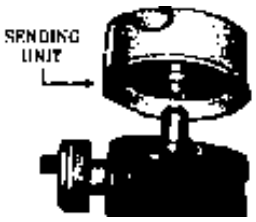
There is also a rear bracket (part number 440821) mounted behind the carburetor, under the coil. The rear bracket is painted red.

The newer style bracket mounts to both the rear and center valve cover bolts and is painted black. It is much larger and contains 4 rubber grommets, one for each wire to pass through. The change was effective with serial number 6032307, final assembly date of 3-14-56, for South Bend produced cars, and approximate serial number 6800452, final assembly date of 3-14-56, for cars assembled in Los Angeles. There is a right (part number 6489377) and left (part number 6489917) bracket.

Source of reference:
1955 - 1958 Chassis Parts Catalog, page 193.
Motor Trend dated February 1956, page 21.
Mechanix Illustrated dated April 1956, page 96.
Hot Rod Magazine dated April 1956, page 21.
Science and Mechanics dated April 1956, page 74.
Service Bulletin No. 315 dated June 1956, page 1.

ENGINE COMPARTMENT

TACHOMETER SENDING UNIT



The tachometer sending unit is an orange color and is mounted below the distributor cap, on top of the distributor. With the sending unit in place, an extension spring clamp is needed on each side of the distributor to hold the cap in position.

There is a red tag about 4-3/4" x 2-3/8" which is attached to the wire from the distributor and contains instructions for mounting and removing the tachometer sending unit. There is a warning on each side of the tag which reads "WARNING: DO NOT REMOVE TAG". Apparently no one heeded this warning as only two members in our survey acknowledged the existence of this tag. A tag was present on one of my cars. See page X.

Source of reference:

Stewart Warner Catalog No. 4185, Installation Instructions.
New Old Stock tachometer sending units.
1956 Passenger Car Shop Manual, figure 81, section 6, page 39.

VALVE COVERS

The valve covers are painted aluminum color. The decal is red and black with yellow letters. It is located in the center of the cover.

Chrome valve covers were available as accessory number AC-2796. They were introduced with Studebaker Engineering Master Change Notice No. 10583 (1-12-56). It is not clear if the chrome valve covers were the same as those used on Packards, with the Packard name stamped on them, or if the aluminum Studebaker valve covers were simply plated. It is also not clear if the decal was used on the chrome (AC-2796) valve covers (photos 15, 16 & 17). No production orders showed this option.

John Raises of Plattsmouth, Nebraska wrote a note on the questionnaire which read "Note: some dealers installed the chrome ones (valve covers) with Packard lettering. When I, in 1971, ordered AC-2796 from Studebaker, they sent me chrome covers with Packard lettering."

It would seem that if the chrome valve covers were the same as those used on the Packard, the part number would have been assigned an "SP" prefix instead of an "AC" prefix. The prefix "AC" was used for Studebaker accessories. The prefix "PA" was used for Packard accessories. The prefix "SP" was used for accessories which were common to both makes of cars.

Source of reference:

1955 - 1958 Chassis Parts Catalog, page 23.
1956 Check and Price List for Studebaker Salesmen.
Packard Accessories Complete Price List, September 1956, page 132.
Studebaker Engineering Master Change Notice No. 10583 (1-12-56).
Motor Trend dated February 1956, page 21.
Mechanix Illustrated dated April 1956, page 96.
Hot Rod Magazine dated April 1956, page 21.
Science and Mechanics dated April 1956, page 74.

ENGINE COMPARTMENT

WINDSHIELD WASHER BAG and WINDSHIELD WIPER MOTOR

The windshield washer bag is mounted on the engine side of the battery case. The bag's bracket is mounted under the top battery hold down bracket. The rubber hose runs out from the firewall and across the top of the battery to the washer bag (photo 17). The bag is red with white lettering and contains a large *S* in the center (photo 27).

The windshield wiper motor is an aluminum or silver color (photo 16). The (AMERICAN BOSCH) decal should be located on the front. The color is silver with blue letters (see page X).

Several of the period magazines showed pictures of the engine compartment with no decal evident on the windshield wiper motor.

Source of reference:

1953 - 1958 Body Parts Catalog, page 24.
Motor Trend dated February 1956, page 21.
Mechanix Illustrated dated April 1956, page 96.
Hot Rod Magazine dated April 1956, page 21.
Science and Mechanics dated April 1956, page 74.

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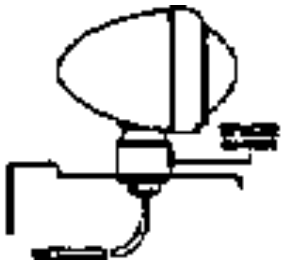
SECTION 2

EXTERIOR

BACK-UP LAMPS



The back-up lamps are located on the upper rear gravel deflector (photo 12). Except for the spacers to raise the light above the bumper, the same unit was used on the station wagon models.

Source of reference:
Installation Instructions for Back-up Lamp, AC-2762.
1955 - 1958 Chassis Parts Catalog, page 184.
1956 Studebaker Accessories, page 11.
Survey results.

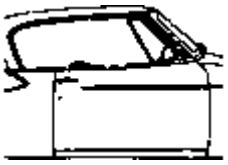
DOOR JAMBS

The door jambs should be painted the same color as the lower portion of the lower body (photo 19).

Source of reference:
1955 - 1958 Chassis Parts Catalog, page 136.
Survey results.

DOOR, OUTSIDE PANEL

The outside door skin on all 1956 Hawks has a sculptured indentation toward the rear of the door. This was a carryover from the original 1953 design. 1957 and later Hawks featured a flat panel on the door skin.



1957 DOOR

1956 DOOR

Source of reference:
1955 - 1958 Chassis Parts Catalog, page 302.
Various factory photos.

EXTERIOR

FENDER SCRIPT AND V-8 EMBLEM

The "*STUDEBAKER*" fender script was not put on the early cars. It was added to the front fenders on South Bend produced cars somewhere after serial number 6031900 and Los Angeles (Vernon) assembled cars after serial number 6800355. The script was introduced with Studebaker Engineering Master Change Notice No. 22161 (2-3-56). The script should be about 11-1/8" forward of the door opening, and about 1-1/2" below the fender stainless moulding (photos 1, 2, 3, & 13).

The V-8 fender emblem was placed on cars very late in the model run. A different part number is listed for sedans and wagons. The "*most accepted*" location is under the "*STUDEBAKER*" fender script. The emblem was introduced with Studebaker Engineering Master Change Notice No. 22312 (4-12-56). Two different V-8 emblems were used in 1957. No *Hawk* bird emblem was used on 1956 Golden Hawks.

Source of reference:

1955 - 1958 Chassis Parts Catalog, page 481.
Studebaker Engineering Master Change Notice No. 22161 (2-3-56)
Studebaker Engineering Master Change Notice No. 22312 (4-12-56)
Survey results.

GRILLE, RIGHT AND LEFT SIDE and GRILLE EMBLEM LOCATION

The painted panel on the side grilles should be painted the same color as the hood and the lower air intake panel. The panel is plain with no louvers, holes, or rear mesh (photo 5). The hood release lever is located inside the grille opening on the driver's side.

The grille emblem *usually* is located in the third column from the right and the fifth row from the top of that column (standing in front of, and facing, the car). The mounting pin for the grille emblem should be placed in the hole at this intersection. The first column is not a complete column, but should be counted as column 1. Going over three rows to the left should put you in the correct column. Counting down 5 holes from the top of this column should put you in the correct location to place the pin for the grille emblem. When looking at the emblem straight on, there should be three rectangular holes above the emblem, and 1-1/2 holes to the right (photo 4).

An article in Auto Age dated June 1956 page 26 shows a car with the grille emblem mounted at the intersection of the 4th hole from the right and the 8th hole from the top. The very next page shows a car with the grille emblem mounted at position 4 from the right and 5 from the top.

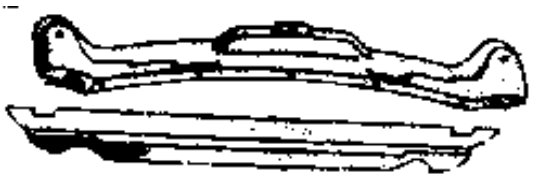
Source of reference:

Various magazine ads and factory photos.
Motor Trend dated February 1956, page 10.
Mechanix Illustrated dated April 1956, pages 94, 97.
Hot Rod Magazine dated April 1956, page 20.
Auto Age dated June 1956 page 26.

EXTERIOR

GRAVEL and EXHAUST DEFLECTOR

The rear bumper gravel deflectors should be painted the same color as the trunk. The lower one should have two areas cut out for the tail pipes to pass through. All 1956 Golden Hawks came standard with a dual exhaust system.



REAR BUMPER GRAVEL DEFLECTORS

AC-2754

Accessory AC-2754, described as "Deflector, outlet pipe" in the *Chassis Parts Catalog* was only used during the 1956 model year. It appears to be the correct deflector for 1956 Golden Hawks. It is also the only one shown in the 1956 accessory catalog.

Some early 1956 Golden Hawk literature shows cars fitted with the 1955 deflector. One brochure is entitled *STUDEBAKER HAWKS, craftsmanship with a flair*. It was probably printed before the car went into production.

The 1955 deflector is <u>not</u>, however, listed for 1956 Golden Hawks in the *Chassis Parts Catalog*. None of the original production orders showed a car with this accessory code (AC-2701) and it is also not shown in the *1956 accessory catalog*.

AC-2701

AC-2840

The more common AC-2840, was used on C-K models from 1957 - 1964. Although many owners have put this deflector on their car, it was not shown on any of the original production orders for 1956 Golden Hawks.

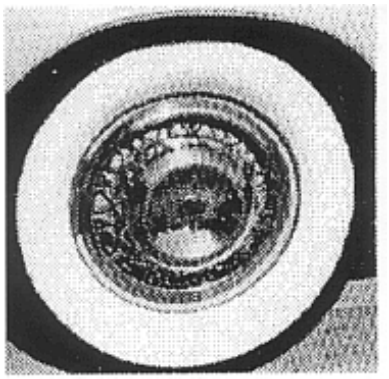
Even though AC-2701 and AC-2840 were not shown as 1956 deflectors, any dealer could easily have added them to a 1956 Golden Hawk in order to use up his stock on hand.

Source of reference:

1956 Golden Hawk Production orders.
1955 - 1958 Chassis Parts Catalog, page 136.
Various magazine drive reports, ads, factory photos.
April 1985 Turning Wheels, page 10.
Check and Price List for Studebaker Salesmen.
1956 Studebaker Accessories, page 8.
Motor Trend dated February 1956, page 20.
Speed Age dated March 1956, page 25.
Science and Mechanics dated April 1956, page 76.
The Wheelbarrow Johnny, First Quarter 1972, Vol. V, No. 1 page 8.

EXTERIOR

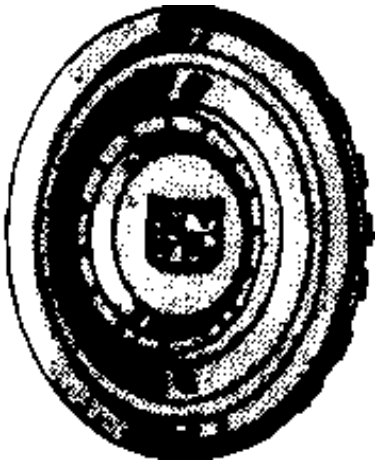
HUBCAPS/WHEELCOVERS



AC-2425

There were three styles of wheelcovers offered for 1956 Golden Hawks.

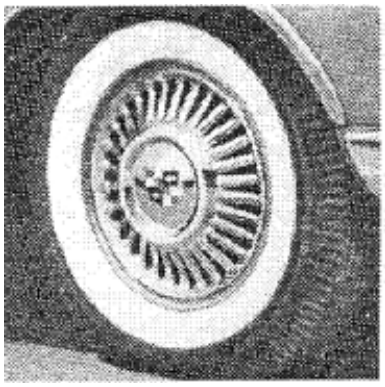
Optional was the wire wheel type AC-2425 which, according to the original production orders, was only fitted on 46 South Bend cars and 57 Los Angeles cars. This wheelcover had been available since 1953 and was standard equipment for the 1955 Speedster (photo 28). Production of this wheelcover ceased around December 1955.



AC-2738

The standard wheelcover was the full disc AC-2738. This disc was only available during the 1956 model run (photo 29). A slightly different version was used in 1957.

The production order for serial number 6032513 listed *AC-1401 Ring, Wheel Trim - Stainless Steel* in place of any wheelcover. This accessory was re-introduced when the *AC-2799 Spoke Type wheel* was introduced (see below). Three other production orders listed AC-2481 Stainless Steel Wheel Trim Ring. This item last appeared in the *1951 - 1954 Chassis Parts Catalog* for 1954 cars.



AC-2799

The spoke type wheelcover AC-2799 was offered later in the model year (photo 30). The original production orders listed 208 South Bend cars and only 22 Los Angeles cars with this wheelcover.

The spoke type wheelcover was introduced around February, 1956 as a replacement for the wire wheelcover AC-2425 which was no longer available.

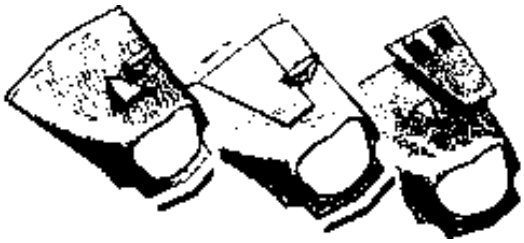
Source of reference:

- Review of the original production orders.
- 1955 - 1958 Chassis Parts Catalog, pages 440, 445.
- Studebaker Engineering Master Change Notice No. 10573 (12-6-55).
- Studebaker Sales Letter No 63, Feb. 7, 1956.
- Studebaker Engineering Master Change Notice No. 10681 (2-9-56).
- Letter to Studebaker Export Passenger Car Dealers No. 1919-S (2-10-56)
- Studebaker Factory Dealer Announcement S84, (2-21-56).

EXTERIOR

HOOD ASSEMBLY

The hood should have the small raised pod under the ornament. The raised area is about 11-1/2" wide at the front edge and goes back about 16" (photo 5).



HOODS, 1956, 1957-61, 1957-58 GH

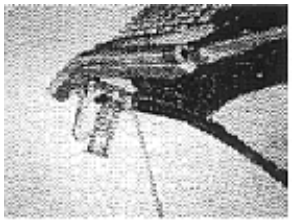
A new hood was introduced for the 1957 and later Hawk models (photo 6). The raised area goes all the way to the rear edge of the hood.

The 1957 and 1958 Golden Hawks had a different hood than the Silver Hawks. There was a hole in the center in order to accommodate the supercharger. This area was covered with a louvered overlay which went all the way to the rear edge of the hood.

Source of reference:

1955 - 1958 Chassis Parts Catalog, pages 462, 464, & 476.
The Wheelbarrow Johnny, First Quarter 1972, Vol. V, No. 1 page 7.
Various factory photos.

HOOD PROP HOLE



HOOD PROP

The hood prop hole was moved toward the center-line of the hood in order to provide a better balanced support. The new hole is eight inches to the left of the hood center-line (facing the car from the front). This change occurred around April, 1956 and was done by drilling a 1/2 inch diameter hole at the indicated location. The first cars affected were probably after serial number 6032539 for South Bend cars and 6800506 for cars assembled in Los Angeles. The prop hole was relocated on many earlier models, so either location is correct. The earlier models would simply have two holes.

Source of reference:

Service Bulletin number 313, page 1.

LOWER AIR INTAKE PANEL

The lower air intake panel, is located below the bumper area, holds the hood catch plate, and should be painted the same color as the hood and side grille panels (photos 1 & 2).

Source of reference:

Various factory photos.
Motor Trend dated February 1956, page 10.
Mechanix Illustrated dated April 1956, page 94.

EXTERIOR

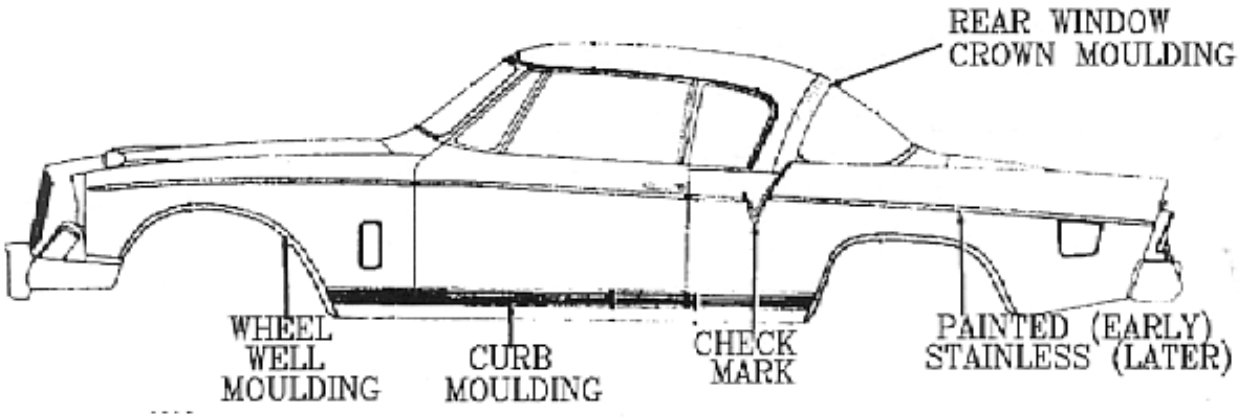
MIRRORS, OUTSIDE REAR VIEW

AC-2861 AC-2836 AC-2728

The parts book lists three mirrors, AC-2728, AC-2836, and AC-2861 for 1953 through 1957. AC-2728 appeared on the original production orders for 44 cars (photo 7). Neither AC-2836 nor AC-2861 appeared on any original production orders. There was an emblem on the back of mirror AC-2861 which contained the Studebaker crest similar to that used on the hubcap and horn button.

This item was usually sent with the car, but not installed. Probably many dealers sold a customer a mirror from their existing stock which may or may not have been one of the mirrors shown here.

Source of reference:
1953 - 1958 Body Parts Catalog, page 23.
Various factory photos.



EXTERIOR MOULDINGS

MOULDING, CURB and WHEEL WELL

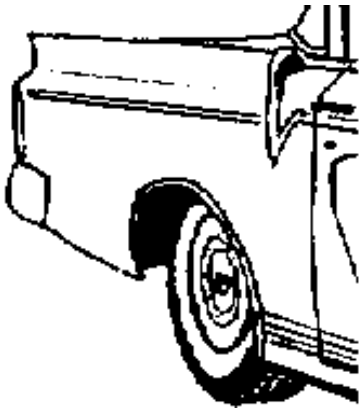
There are three wide mouldings which run from the rear of the front wheel well, across the bottom of the door, to the front of the rear wheel well. There is a right and left side for the front and rear piece, but the door moulding is the same for either side. The moulding does not mount on the rocker panel, but rather, is even with the bottom edge of the door (photos 1, 2, & 3).

All 1956 Golden Hawks came equipped with stainless steel wheel well mouldings (photos 1, 2, & 3).

Source of reference:
1955 - 1958 Chassis Parts Catalog, pages 480, 485.
1953 - 1958 Body Parts Catalog, page 276.
The Wheelbarrow Johnny, First Quarter 1972, Vol. V, No. 1 page 10.

EXTERIOR

MOULDING, OUTER REAR FENDER



The outer rear fender moulding used on the rear quarter panel at the base of the fin and behind the "*V*" or "Check Mark" was painted, not stainless steel, for cars prior to body number 469 (photo 1). The moulding was changed to stainless steel, and was also larger, beginning with body number 469 when the new paint scheme was introduced (photos 2, 3, & 10).

Source of reference:
1955 - 1958 Chassis Parts Catalog, page 486.
Hot Rod Magazine dated April 1956, page 17.
Motor Life dated October 1956, page 54.

MOULDING, REAR FENDER "*V*"

The rear fender "Check Mark" moulding was changed, also beginning with body number 469. When the larger, stainless moulding was added to the rear quarter panel, the notch at the rear of the "Check Mark" moulding was enlarged to fit around the new moulding. This change also coincided with the new paint scheme (photos 10 & 11).

Source of reference:
1955 - 1958 Chassis Parts Catalog, page 486.
Hot Rod Magazine dated April 1956, page 17.

MOULDING, SIDE

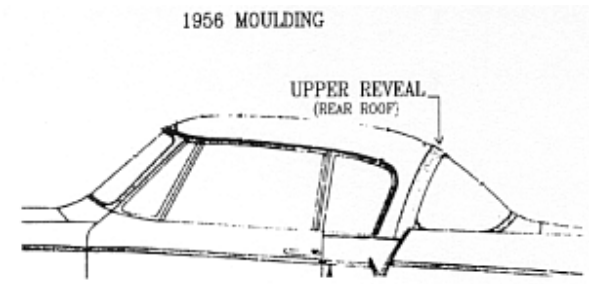
There is a left and right side moulding on the fender and rear quarter panel. Due to the placement on the side, there is a slight bow upward from the ends to the center of each piece. 1957 and later Hawks had the side trim mounted a little lower which allows the pieces to be interchangeable from one side to the other. The 1957 and later fender and rear quarter mouldings will not fit correctly on 1956 Hawks.

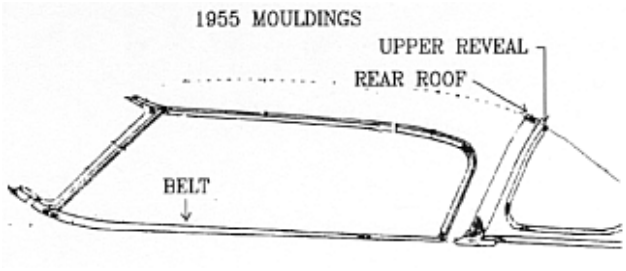
The door side mouldings will fit on either side and are the same as the ones used on the 1957 - 1958 Silver Hawks.

Source of reference:
1955 - 1958 Chassis Parts Catalog, pages 480, 486.
1953 - 1958 Body Parts Catalog, page 273.

EXTERIOR

MOULDING, UPPER REVEAL, BACK WINDOW





The back window has a large moulding about 3 inches wide and runs from the belt line on one side, across the top, to the belt line on the other side. This is called the *Back Window Upper Reveal Moulding*. Many people call this the *crown* moulding. It was not used on the other Hawk models for 1956.

Some confusion has resulted with this so called *crown* moulding due to a name change in 1956. A similar moulding was introduced on the 1955 Speedster (part number 310613), however, the parts catalogs refer to this item as the *Rear Roof Moulding*. The moulding on the Speedster is mounted further forward on the roof. A thinner moulding, part number 303570, went behind the rear roof moulding and right against the top of the back window. Unfortunately, this thinner moulding was also called the *Back Window Upper Reveal Moulding*.

For 1956, the *crown* moulding, with its new name, was moved to the rear slightly to butt up to the rear window. This eliminated the need for the thinner upper reveal moulding used in 1955. Actually, the *crown* moulding for 1956 was renamed and in fact replaced the *Back Window Upper Reveal Moulding* used in 1955. The part number for 1956 (and 1957-58) Golden Hawks is 1512531. Hopefully, the graphics at the top of this page will more clearly demonstrate this confusing condition.

The belt mouldings which run along the bottom edge of the windshield and side windows were eliminated for 1956, but returned in 1957.

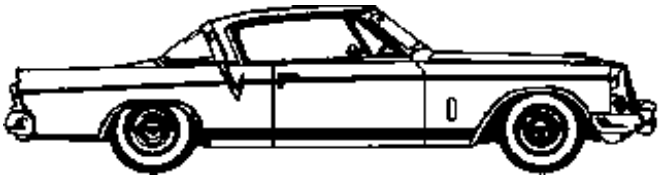
Source of reference:

Various factory photographs.
1953 - 1958 Body Parts Catalog, pages 265-266, 276, 335.
The Wheelbarrow Johnny, First Quarter 1972, Vol. V, No. 1 page 8.

EXTERIOR

PAINT

TYPE 1 - SOLID COLOR



There were three paint schemes used on the 1956 Golden Hawk. The solid color was available throughout the model run (photo 3). On cars with body number 1 - 468, the moulding between the tail light and the "Check Mark" would be painted the same as the body color instead of stainless steel.

TYPE 2 - EARLY TWO TONE

The second type was used on body numbers 1 - 468. The last one to have this paint scheme, serial number 6030274, had a final assembly date of November 18, 1955. In this scheme, the "accent" color was painted on the roof, hood and the area above the side body trim and forward of the "Check Mark" moulding. The "body" color was painted on the trunk, fins, and lower body below the side trim (photo 1).

TYPE 3 - TWO TONE

The third scheme was used for the remainder of the model run. The "body" color was painted on the roof and the lower portion of the lower body below the side trim. The "accent" color was painted on the hood, trunk, and area above the side body trim (photo 2).

The body numbers were <u>not</u> assigned in order.

Serial #	Body #	Serial #	Body #
6030274	468 Last of the old style.	6800238	406
6030289	470	6800239	407
6030291	467	6800240	403
6030296	469 First of the new style.	6800242	408

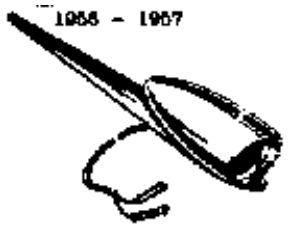
Source of reference:

Review of the original production orders.

1955 - 1958 Chassis Parts Catalog, page 486.

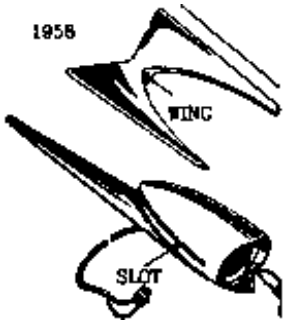
EXTERIOR

PARKING LIGHT ASSEMBLY



The parking lights on 1956 Golden Hawks are the same as those used on all 1956-1957 Hawks. They are located about 2-1/2" from the front edge of the fender, excluding the headlight rim (photo 5).

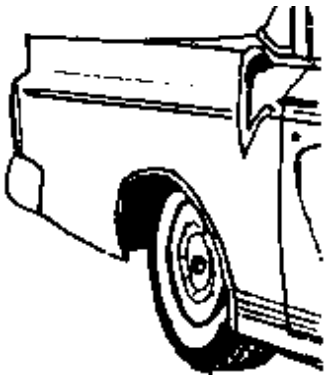
Although the 1957 Silver and Golden Hawks have the same parking light assembly, they are not at the same location as on 1956 Hawks. On 1957 Hawks, they are located about 1" from the front edge of the fender (photo 6).



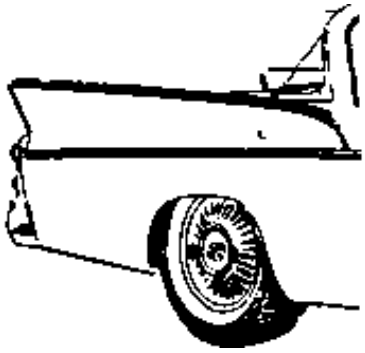
For the 1958 Hawks, a slightly different parking light assembly was used. The new design featured a wing attached to the back side of the tear drop shaped body. The body has a slotted area for the wing.

Source of reference:
1955 - 1958 Chassis Parts Catalog, page 176.
Various photos.

REAR FENDER FIN



1956 GOLDEN HAWK FIN



1957 SILVER HAWK FIN

The fin positioned atop the rear fender was made of fiberglass. The fin was only used on the 1956 Golden Hawk. It was not used on the other Hawk models for 1956. There is a left and a right side and each runs between the "Check Mark" moulding and the tail light (photos 10 & 12).

1957 through 1961 Hawk models used a completely restyled fin which was made of steel. It was larger and slanted outward from the body. A limited view of a fin used on a 1957 Silver Hawk is shown in photo 9.

Source of reference:
1955 - 1958 Chassis Parts Catalog, page 484.
The Wheelbarrow Johnny, First Quarter 1972, Vol. V, No. 1 page 10.
Various photos.

EXTERIOR

TAIL LIGHT HOUSINGS

The tail light housing on the 1956 Golden Hawk differs from other 1956 Hawks in that a small cutout is present on the outside edge. This cutout mates up to the outer side of the fiberglass fin (photo 12). Consequently, there is a right and a left tail light housing.

The tail light housing used on other Hawk models for 1956 did not have the cutout because these models did not have a fin. Therefore, the same tail light housing can be used on either side.

Source of reference:
1955 - 1958 Chassis Parts Catalog, page 213.
Hot Rod Magazine dated April 1956, page 17.

TRUNK or DECK LID and TRUNK SCRIPT

The trunk lid was the same for all 1956 Hawks and was used for the 1956 model year only. The rear portion of the trunk lid contains horizontal grooves. On two tone models, this rear portion was painted to match the contrasting color of the rest of the trunk lid.

The emblem and escutcheon combination was also used for just the one model year. There is a flattened area around this entire portion of the deck lid (photo 8).

The escutcheon was discarded on 1957 and later Hawks. The key hole was moved up higher on the deck lid and the flattened area around the keyhole is much smaller (photo 9).

The "*GOLDEN HAWK*" trunk script is chrome on most models. Gold "*GOLDEN HAWK*" script was introduced with Studebaker Engineering Master Change Notice No. 22257 (4-4-56). The gold script was used on some of the South Bend cars produced later in the model year, somewhere around serial number 6032710. All Los Angeles assembled cars appear to have been fitted with the chrome trunk script. If any Los Angeles cars were fitted with the gold trunk script, it would probably have occurred on or after serial number 6800519.

Source of reference:
1956 Studebaker Accessories, pages 5, 8.
1953 - 1958 Body Parts Catalog, page 344.
1955 - 1958 Chassis Parts Catalog, page 437.
Studebaker Engineering Master Change Notice No. 22257 (4-4-56).
Studebaker Division letter to R. Biddle from L.H. Lein (4-12-56).
Motor Trend dated February 1956, page 20.
Survey results.

EXTERIOR

WHEELS and TIRES

The wheels on all 1956 Golden Hawks were painted to match the "body" color, the lower portion of the body. In the case of solid color cars, the wheels were painted the same color as the car. Four of the two tone color combinations featured Snowcap White as the "body" color and therefore had the wheels painted white. See the paint color chart Section 5.

The tire size is 7.10 x 15 and the white wall width is approximately 2-1/2 to 3 inches. Many cars were fitted with 6 ply tires.

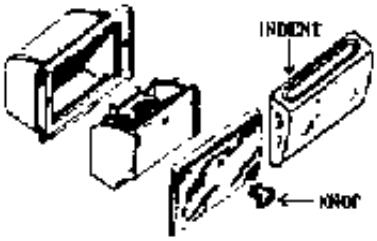
Source of reference:

1956 Passenger Car Shop Manual, section 17, page 2.
Ditzler Color Paint chip set, Studebaker 1956, Form 5613.
Various factory photos and magazine features.

SECTION 3

INTERIOR

ASH TRAYS



There are three ash trays, two in front and one in the rear seat area and are all chrome. The front ash trays are mounted in the upper portion of the front door toward the windshield and have a knob in the top center for opening (photo 19). The rear ash tray is located on the front of the center arm rest at the upper edge. It has an indented area at the top for opening (photo 22).

Source of reference:
1953 - 1958 Body Parts Catalog, page 300.
Motor Trend dated February 1956, page 21.
Hot Rod Magazine dated April 1956, page 54.

CARPET

The *Daytona Weave* carpet has a sewn border around the edges and a colored vinyl heel pad. The carpet is mounted on top of the door sill (scuff) plates, not under them. It is in two sections, one for the front and one for the rear. On cars equipped with Twin Ultramatic transmission, there is an access hole on top of the transmission hump, toward the driver's side. There is an access cover over the hole. The color of this hole cover is either Black, Dark Blue, Dark Green, or Rose Mist.

A rubber floor mat was available in "White, Brown, Gray". Carpet colors were Charcoal Black, Light Blue, Dark Green, and Dark Rose Mist.

Source of reference:
1956 Passenger Car Shop Manual, figure 82, section 1, page 31-32.
1953 - 1958 Body Parts Catalog, pages 349, 351-353.

DASH LINER and KICK PAD

The color of the dash liner (the area above the carpet behind the instrument board) is Charcoal Black, Dark Blue, Dark Green, or Dark Rose Mist. The 7 fasteners are the same color as the dash liner.

The right and left kick pads are held in place by the vent door and a channel attached to the front door opening at the windlace (photos 20 & 21). The colors are Charcoal Black, Dark Blue, Dark Green, Dark Rose Mist, Olive Green Dark, Romany Red, Gold, and Tangerine.

Source of reference:
1953 - 1958 Body Parts Catalog, pages 278 & 280.

INTERIOR

GEARSHIFT LEVER and KNOB

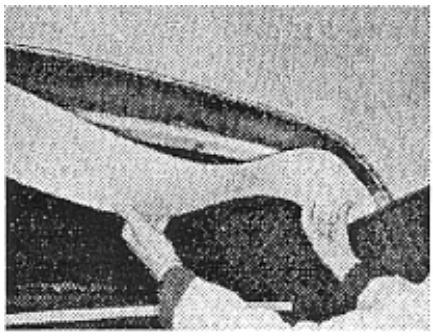
The gearshift lever is painted black. Some owners have indicated that their car's gearshift lever was chrome but no part number is listed in the 1956 Parts Catalog (photos 20 & 21). A chrome gearshift lever, part number 1540687, is shown for 1956 Commanders and Presidents.

The gearshift lever knob is painted black (photos 20 & 21). It is a threaded type and was used on all 1956 and 1957 Studebakers. In 1958, a press type knob was introduced.

Source of reference:
1955 - 1958 Chassis Parts Catalog, page 264.
Mechanix Illustrated dated April 1956, page 96.
Motor Trend dated February 1956, page 22.
Speed Age dated March 1956, page 25.
Hot Rod Magazine dated April 1956, page 54.
Speed Age dated July 1956, page 20.

HEADLINER and SUN SHIELD OR VISOR

The headliner is made of a hard board material with small holes which run in a diagonal direction. There are four sections held up by three plastic bows (photo 25). The headliner, bows, and sun shields were white on all cars, except those with the following color interiors: the headliner, bows, and sun visors were Light rose mist on cars with Light & Dark Rose Mist interior, Light green on cars with Light & Dark Green interior, Light Blue on cars with Light & Dark Blue interior, and Charcoal on cars with Charcoal & Red interior.


HEADLINER

The dome light is located above the driver's side window in the second panel near the rear edge (photo 25).

Sun visors were one of the following colors: Off White, Light Rose Mist, Light Blue, Light Green, or Charcoal.

Safety padded sun shields were offered as special equipment in the following colors: Off White, Light Blue and Light Green. The parts catalog states that these three colored visors have a vinyl cover, but no binding. Light Rose Mist and Charcoal Black were also offered in the safety padded sun shield.

Source of reference:
1953 - 1958 Body Parts Catalog, pages 355-356.
Survey results.

INTERIOR

INSTRUMENT BOARD, TOGGLE SWITCHES and GAGES

The instrument (dash) board is painted black. The safety pad cover is Charcoal Black (photos 20 & 21).

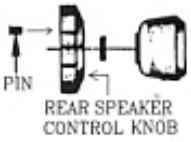
The Stewart Warner gages are black with white letters and numerals with the exception of the vacuum gage. The vacuum gage was only used on the 1956 Golden Hawk for the one model year. A slightly different gage, which measured both vacuum and pressure was used on the supercharged 1957-58 Golden Hawks.

The toggle switches for the lights and accessories are chrome with black knobs on the end and are held in place by a chrome nut. There is a recessed white area at the end of the knob (photos 20 & 21). The switches were changed for the 1957 model year.

Source of reference:

1953 - 1958 Body Parts Catalog, pages 207 & 294.
Mechanix Illustrated dated April 1956, page 96.
Motor Trend dated February 1956, page 22.
Speed Age dated March 1956, page 25.
Hot Rod Magazine dated April 1956, page 54.
The Wheelbarrow Johnny, First Quarter 1972, Vol. V, No. 1 page 8.

RADIO



Both manual "*Starline*" (AC-2748) and automatic tuning "*Stratoline*" (AC-2747) radios came with a chrome bezel. The chrome knob on the right side is a dummy knob (part number 1540369) on the manual tune radio, but is the rear seat speaker switch control knob (part number 1540370) on the automatic tune radio. This control knob was locked in place, by a pin, for the front speaker if the rear seat speaker option was not included with the car. A plug hole for the rear seat speaker wire was on the right side of the radio, behind the dash, on automatic tuning radios.

The volume control and tuning knobs are black with a chrome center. The rear seat speaker option was not available on the manual tune radio.

Source of reference:

1953 - 1958 Body Parts Catalog, pages 15-17.
Check and Price List for Studebaker Salesmen.
1956 Studebaker Accessories, pages 4-5.
Hot Rod Magazine dated April 1956, page 54.

REAR SEAT BACK SHELF COVER

The rear shelf cover (the area between the back seat and the back window) is plain and should be one of the following colors: Black, Dark Blue, Dark Green, Dark Rose Mist, Dark Olive Green, Romany Red, Gold, or Tangerine. The four fasteners should be the same color as the cover.

Source of reference:

1953 - 1958 Body Parts Catalog, page 374.

INTERIOR

SEAT BELTS (KARBELTS*)

The optional seat belts were mounted on the door (photo 19). There was also a set of rear belts available and should be one of the following colors: Gray, Green, Red, Blue, Brown, or Black.

The decal on the buckle is round, about 1" in diameter, has the Studebaker-Packard (SP over a V) emblem in the center, and is red/white/blue (photo 18).

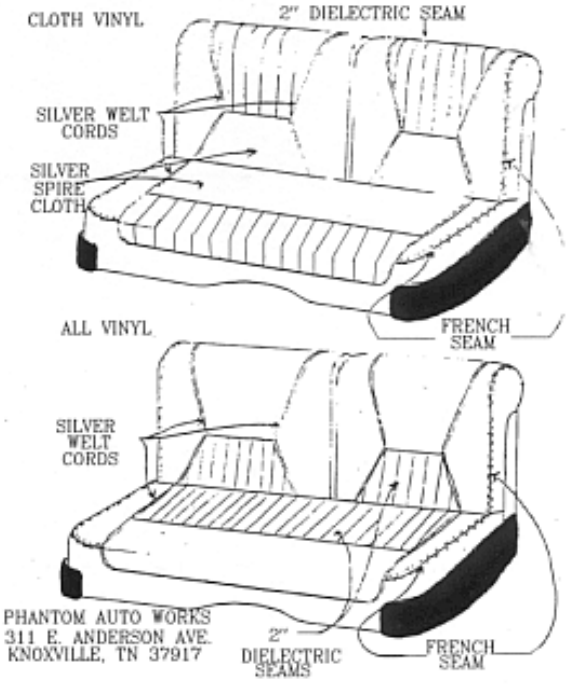
* Trade Mark Registered

Source of reference:

1953 - 1958 Body Parts Catalog, pages 22-23.
Check and Price List for Studebaker Salesmen.
1956 Studebaker Accessories, page 8.
The Wheelbarrow Johnny, First Quarter 1972, Vol. V, No. 1 page 9.
Mechanix Illustrated dated April 1956, page 96.
Motor Trend dated February 1956, page 22.

SEAT UPHOLSTERY

The standard seat material on 1956 Golden Hawks is *Kidd Grain* vinyl with *Silver Spire* cloth inserts (photos 20 & 22). Optional all vinyl upholstery was available for all colors. The exception was Ceramic Green/Snowcap White (paint code P5641) which came standard with all vinyl upholstery (see the Colors and Upholsteries chart in Section 5).



The pleats were done with a dielectric process so there are no sewn stitches. On cars with all vinyl interiors, the pleats were on the insert portion and ran from front to rear and top to bottom (photo 24). On interiors with cloth inserts, the vinyl area in front of, and above the inserts was pleated and ran from front to rear (photos 20 ,22 & 23).

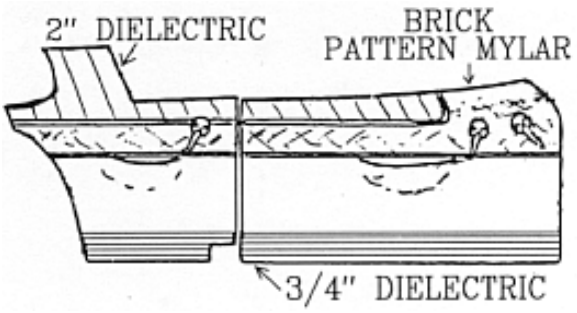
In the drawing at the right, the upper seat shows the dielectric seams on the cloth & vinyl upholstery option. The lower seat shows the dielectric seams on the all vinyl option.

Source of reference:

Color & Upholstery Specifications dated November 1955, page 23.
Revised Color & Upholstery Specifications, April 1956, page 11.
Review of the original production orders.
Mechanix Illustrated dated April 1956, pages 96-97.
Motor Trend dated February 1956, page 21.

INTERIOR

SIDE PANELS, INTERIOR



MYLAR & BUILT IN ARMREST

The vinyl side panels feature built in armrests and a *brick pattern* silver mylar insert between the two upper mouldings. Some members believe the mylar was gold on cars painted Ceramic Green/Snowcap White.

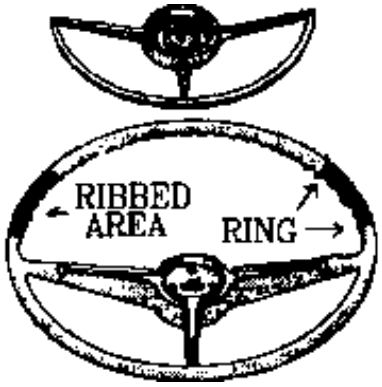
A silver mylar band runs above the side window from front to back at the bottom of the headliner (photo 25).

The upper portion of the side panel has 2" dielectric seams which run downward and forward. The lower portion has 3/4" horizontal dielectric seams.

Source of reference:

Various factory photos.
Factory brochures.
The Wheelbarrow Johnny, First Quarter 1972, Vol. V, No. 1 page 8-9.

STEERING WHEEL and HORN BUTTON



STEERING WHEEL (TYPE B)

The steering wheel, part number 1540647, is white with a 17" diameter. The part number is stamped on the back side of the vertical spoke about 1" below the center hub. The horn ring is chrome and is a half circle, with a vertical spoke, on the lower half of the wheel.

There are two chrome rings which encircle the rim on each side above the horizontal bar. One is about 1/2" above the horizontal bar and the second is located about 4-1/2" beyond the first. The area between the two chrome rings is ribbed. The remainder of the steering wheel is smooth.

The horn button is gold with the Studebaker crest, similar to the grille emblem, in the center (photo 21).

There was a similar wheel available for Sedans and Station Wagons with an 18" diameter. This wheel can be identified by the part number 1540635, on the reverse of the vertical spoke. The number "18" is also stamped on the front side of the same spoke between the side rails near the center hub. This wheel looks exactly the same as the correct Golden Hawk 17" wheel except that it is 1" larger in diameter.

Source of reference:

1955 - 1958 Chassis Parts Catalog, page 413.
Mechanix Illustrated dated April 1956, page 96.
Motor Trend dated February 1956, page 22.
Hot Rod Magazine dated April 1956, page 54.
Speed Age dated July 1956, page 20.

INTERIOR

TWIN ULTRAMATIC TRANSMISSION SELECTOR INDICATOR DIAL

The selector indicator dial was used on the 1956 Golden Hawk only. There is a diamond on either side of the "D" location to indicate the two Drive positions.

Source of reference:
1953 - 1958 Body Parts Catalog, page 313.
1956 Passenger Car Shop Manual, figure 260, section 16, page 112.

WINDOW CRANK HANDLES

The window crank handles are chrome. The knobs are black with chrome centers (photo 19).

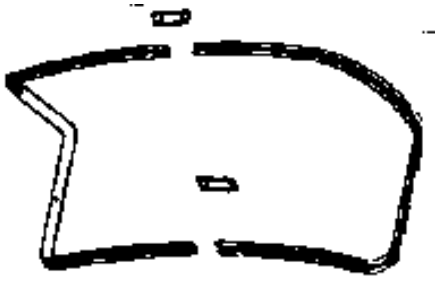
Source of reference:
1953 - 1958 Body Parts Catalog, page 320.
Motor Trend dated February 1956, page 22 (Power Hawk).

WINDSHIELD and BACK WINDOW OPENING GARNISH MOULDINGS

WINDSHIELD GARNISH MOULDING

The windshield interior mouldings (4 pieces including the mirror bracket) were changed from stainless steel to black painted mouldings some time late in the production run. The parts manual states that this occurred after approximately 4925 cars. This total must include the 1956 Sky Hawk Hardtop, and the rare 1956 Flight Hawk Hardtop.

Since there were only 4071 (4073 minus the two that were scrapped) 1956 Golden Hawks, it isn't possible to pin this change to a particular serial number. In our survey, the change appears to have occurred around serial number 6032791 (4-20-56). The Los Angeles counterpart would be approximately serial number 6800527 (5-1-56).



BACK WINDOW GARNISH MOULDING

The 4 piece back window garnish moulding and clip group was stainless steel. The parts catalog shows no sign that the back window garnish moulding was changed to the black painted surface (as were the windshield opening garnish mouldings described above). A few survey members indicated the rear mouldings on their car were painted, but were not sure if they were original.

Source of reference:
1953 - 1958 Body Parts Catalog, pages 334-335 & 360-361.
Hot Rod Magazine dated April 1956, page 54.
Survey results.

SECTION 4

TRUNK COMPARTMENT

JACK and JACK BASE

There are two different part numbers listed for the jack, less base, for U.S.A. cars plus a third number for station wagons. A fourth number is listed for Canada cars. I assume this means "exported to" Canada.

The 1955, 1956, 1957, and 1958 models all used a different style jack and jack base.

Two part numbers are also shown for the jack base for 1956 models. My guess is that one is for Hawks and one is for the other Studebaker models. The parts book shows a different part number for Canada cars.

The jack riser mechanism and the jack base should be painted black.

Source of reference:

1955 - 1958 Chassis Parts Catalog, page 531.

SPARE WHEEL CLAMP

The spare wheel clamp is a round metal plate with a hole in the center and should be painted black. It is held down by a large bolt size 1/2" - 13 x 6-1/4". (photo 26).

Source of reference:

1955-1958 Chassis Parts Catalog, page 445.
1953-1958 Body Parts Catalog, page 343.
Motor Trend dated February 1956, page 20.
Mechanix Illustrated dated April 1956, page 96.

TRUNK INTERIOR COLOR

The interior of the trunk is gray in color and includes the floor pan, side walls, cross braces behind the back seat, the under side of the trunk lid, and the under side of the package shelf.

Source of reference:

Survey results.

TRUNK MAT

The trunk mat is a woven fabric which the parts catalog lists as "White, Brown, Gray" (photo 26). The houndstooth pattern as used on later model Hawks does not appear to be the correct one for 1956.

Source of reference:

1953 - 1958 Body Parts Catalog, page 351.
Motor Trend dated February 1956, page 20.
Science and Mechanics dated April 1956, page 76.

TRUNK COMPARTMENT

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SECTION 5

PAINT, UPHOLSTERY AND ACCESSORY CHARTS

PAINT COLORS

1956 STUDEBAKER SOLID COLORS

CODE	COLOR	
P5610	SUNGLOW GOLD	(GOLDEN HAWK AND SKY HAWK ONLY)
P5611	MIDNIGHT BLACK	
P5612	SNOWCAP WHITE	
P5613	DAYBREAK BLUE	
P5614	AIRFORCE BLUE	
P5615	SEASIDE GREEN	
P5616	GLENBROOK GREEN	
P5617	CAMBRIDGE GRAY	
P5618	YELLOWSTONE	
P5619	ROMANY RED	(HAWK MODELS ONLY)

TWO TONE COLOR COMBINATIONS

CODE	LOWER COLOR: (BASIC)	TOP COLOR: (ACCENT)	WHEELS
P5620	AIRFORCE BLUE	DAYBREAK BLUE	AIRFORCE BLUE
P5621	DAYBREAK BLUE	AIRFORCE BLUE	DAYBREAK BLUE
P5622	DAYBREAK BLUE	SNOWCAP WHITE	DAYBREAK BLUE
P5623	AIRFORCE BLUE	SNOWCAP WHITE	AIRFORCE BLUE
P5624	GLENBROOK GREEN	SEASIDE GREEN	GLENBROOK GREEN
P5625	SEASIDE GREEN	GLENBROOK GREEN	SEASIDE GREEN
P5626	SEASIDE GREEN	SNOWCAP WHITE	SEASIDE GREEN
P5627	GLENBROOK GREEN	SNOWCAP WHITE	GLENBROOK GREEN
P5628	CAMBRIDGE GRAY	SNOWCAP WHITE	CAMBRIDGE GRAY
P5629	MIDNIGHT BLACK	SNOWCAP WHITE	MIDNIGHT BLACK
P5630	SNOWCAP WHITE	MIDNIGHT BLACK	SNOWCAP WHITE
P5631	ROMANY RED	MIDNIGHT BLACK	ROMANY RED
P5632	MIDNIGHT BLACK	ROMANY RED	MIDNIGHT BLACK
P5633	SNOWCAP WHITE	ROMANY RED	SNOWCAP WHITE
P5634	ROMANY RED	SNOWCAP WHITE	ROMANY RED
P5635	SNOWCAP WHITE	SUNGLOW GOLD	SNOWCAP WHITE
P5636	SUNGLOW GOLD	SNOWCAP WHITE	SUNGLOW GOLD
P5637	MOCHA	DOESKIN	MOCHA
P5638	MOCHA	SNOWCAP WHITE	MOCHA
P5639	YELLOWSTONE	MIDNIGHT BLACK	YELLOWSTONE
P5640	YELLOWSTONE	SUNGLOW GOLD	YELLOWSTONE
P5641	CERAMIC GREEN	SNOWCAP WHITE	CERAMIC GREEN
P5642	TANGERINE	SNOWCAP WHITE	TANGERINE
P5664	ROSEBUD	SNOWCAP WHITE	ROSEBUD
P5665	REDWOOD	SNOWCAP WHITE	REDWOOD
P5666	SNOWCAP WHITE	REDWOOD	SNOWCAP WHITE
P5667	MIDNIGHT BLACK	SEASIDE GREEN	MIDNIGHT BLACK
P5668	CAMBRIDGE GRAY	DAYBREAK BLUE	CAMBRIDGE GRAY (ASSUMED)
P5669	YELLOWSTONE	SNOWCAP WHITE	YELLOWSTONE (ASSUMED)

COLORS AND UPHOLSTERIES - - STANDARD AND OPTIONAL 56J-K7 GOLDEN HAWK

COLORS			UPHOLSTERIES		
PAINT NO.	SOLID OR BASIC	ACCENT	STANDARD | OPTIONAL CLOTH & VINYL		OPTIONAL ALL-VINYL
P5610	SUNGLOW gold		8414 WC	None	8446 WGO 8440 WC
P5611	MIDNIGHT black		8414 WC	8415 BL	8445 WRD 8441 BL 8440 WC 8446 WGO 8447 CR
P5612	SNOWCAP white		8416 GRN	8414 WC	8445 WRD 8440 WC 8447 CR 8442 GRN 8446 WGO
P5613	DAYBREAK blue		8415 BL		8441 BL
P5614	AIRFORCE blue		8415 BL	None	8441 BL
P5615	SEASIDE green		8416 GRN	None	8442 GRN
P5616	GLENBROOK green		8416 GRN	None	8442 GRN
P5617	CAMBRIDGE gray		8414 WC	None	8445 WRD 8440 WC 8447 CR
P5618	YELLOWSTONE		8414 WC	None	8446 WGO 8440 WC
P5619	ROMANY red		8414 WC	None	8445 WRD 8440 WC 8447 CR
P5620	AIRFORCE blue	DAYBREAK blue	8415 BL	None	8441 BL
P5621	DAYBREAK blue	AIRFORCE blue	8415 BL	None	8441 BL
P5622	DAYBREAK blue	SNOWCAP white	8415 BL	None	8441 BL
P5623	AIRFORCE blue	SNOWCAP white	8415 BL	None	8441 BL
P5624	GLENBROOK green	SEASIDE green	8416 GRN	None	8442 GRN
P5625	SEASIDE green	GLENBROOK green	8416 GRN	None	8442 GRN
P5626	SEASIDE green	SNOWCAP white	8416 GRN	None	8442 GRN
P5627	GLENBROOK green	SNOWCAP white	8416 GRN	None	8442 GRN
P5628	CAMBRIDGE gray	SNOWCAP white	8414 WC	None	8445 WRD 8440 WC 8447 CR
P5629	MIDNIGHT black	SNOWCAP white	8414 WC	None	8445 WRD 8440 WC 8447 CR 8446 WGO
P5630	SNOWCAP white	MIDNIGHT black	8414 WC	None	8445 WRD 8440 WC 8447 CR 8446 WGO
P5631	ROMANY red	MIDNIGHT black	8414 WC	None	8445 WRD 8440 WC 8447 CR
P5632	MIDNIGHT black	ROMANY red	8414 WC	None	8445 WRD 8440 WC 8447 CR
P5633	SNOWCAP white	ROMANY red	8414 WC	None	8445 WRD 8440 WC
P5634	ROMANY red	SNOWCAP white	8414 WC	None	8445 WRD 8440 WC
P5635	SNOWCAP white	SUNGLOW gold	8414 WC	None	8446 WGO 8440 WC
P5636	SUNGLOW gold	SNOWCAP white	8414 WC	None	8446 WGO 8440 WC
P5637	MOCHA	DOESKIN	8417 RO	None	8448 WRO 8443 RO
P5638	MOCHA	SNOWCAP white	8417 RO	None	8448 WRO 8443 RO
P5639	YELLOWSTONE	MIDNIGHT black	8414 WC	None	8446 WGO 8440 WC
P5640	YELLOWSTONE	SUNGLOW gold	8414 WC	None	8446 WGO 8440 WC
P5641	CERAMIC green	SNOWCAP white	None	None	8444 WO
P5642	TANGERINE	SNOWCAP white	8414 WC	None	8450 WT 8440 WC
P5664	ROSEBUD	SNOWCAP white	8414 WC		8440 WC
P5665	REDWOOD	SNOWCAP white	8414 WC		8440 WC
P5666	SNOWCAP white	REDWOOD	8414 WC		8440 WC 8443 RO 8448 WRO
P5667	MIDNIGHT black	SEASIDE green	8416 GRN		8440 WC 8442 GRN

KEY TO UPHOLSTERY SYMBOLS:

BL	Lt. Blue & Dk. Blue	WC	White & Charcoal	WRD	White & Red
CR	Charcoal & Red	WGO	White & Gold	WRO	White & Rose Mist
GRN	Lt. Green & Dk. Green	WO	White & Olive	WT	White & Tangerine
RO	Lt. & Dk Rose Mist (Taupe)				

1956 STUDEBAKER GOLDEN HAWK EQUIPMENT LIST

TAKEN FROM THE ORIGINAL PRODUCTION ORDERS

		SB	**LA**	**TOTAL**
SAFETY PADDED DASH 'CRASH PAD' (15).		0	1	1
AIR CONDITIONING (16).		1	0	1
POWER SEAT (18).		304	41	345
POWER WINDOW (20)		398	90	488
TINTED GLASS (23)		1590	573	2163
ELECTRIC WIPERS (24)		1	592	593
OVERDRIVE TRANS (27).	709	77	786	
AUTO TRANS (28).		2763	524	3287
OIL FILTER (33).		2	1	3
POWER STEERING (35).		1936	425	2361
HIGH POWER KIT (37).		2	1	3
* UNKNOWN (40) * *		0	3	3
WET AIR CLEANER 'WAC' (41).		8	598	606
HEAVY DUTY SPRINGS & SHOCKS (42)		166	0	166
HEAVY DUTY SHOCKS FRONT		1	0	1
HEAVY DUTY ADJUSTABLE SHOCKS		56	0	56
HEAVY DUTY SPRINGS		93	0	93
HEAVY DUTY SPRINGS FRONT	1	0	1	
BELG TYPE SPRINGS		5	0	5
HILL HOLDER (48).		1	1	2
POWER BRAKES (51).		1558	262	1820
WHITE WALL TIRES (55)		3150	576	3726
DIRECTIONAL SIGNALS (61)		3384	588	3972
DELUXE STEERING WHEEL (72).		27	15	42
* UNKNOWN (82) * *		0	6	6
5 BLADE FAN		1	0	1
6 BLADE FAN		1	0	1
AXLE 3.54, PINION 537704		19	1	20
AXLE 3.73, PINION 537704		11	0	11
AXLE 4.09, PINION 529060		9	2	11
AXLE 4.27, PINION 534806		5	1	6
AXLE 4.55, PINION 529061		5	4	9
HC HEAD * *		3	0	3
950 TO 1 CYL HEAD * *		1	0	1
LC HEAD, 825 TO 1 CYL HEAD (ENGINE XH, USED ON EXPORT MODELS)		58	0	58
LUG LITE (1312907)		64	0	64
METRIC SPEEDOMETER		143	0	143
SAFETY PADDED SUNVISORS.		13	0	13
SSF UNDERCOATING		16	0	16
UNDER HOOD LIGHT (AC-2442?).		0	0	0
AC-235 LOCKING FILLER CAP, GAS TANK		25	0	25
* (AC-1708) * ROLON TIRE CHAINS 7:10 X 15 COMMANDER.		1	0	1
AC-1855 MIRROR, VISOR VANITY.		21	0	21
AC-2028 FRONT FENDER SPLASHGUARDS, PAIR.		6	0	6
AC-2029 COVER, ACCELERATOR PEDAL.		8	0	8
AC-2302 SPEAKER KIT, REAR SEAT (USE AC-2777).		560	55	615
AC-2334 SWITCH KIT, BACK-UP LAMP-LHC (WITH ST, AND OD LESS POWER STEERING)		239	0	239
AC-2340 MIRROR, STRAT-O-VUE OUTSIDE (RIGHT OR LEFT SIDE).		41	0	41
AC-2340 MIRROR, STRAT-O-VUE OUTSIDE (LEFT SIDE ONLY).		7	0	7
AC-2354 INTERIOR GLARE PROOF TILT MIRROR.		10	0	10
AC-2366 KLEENEX DISPENSER.		13	0	13
AC-2367 MAT, LEFT FRONT FLOOR CARPET - C-K - LHC.		18	0	18
AC-2368 MAT, RIGHT FRONT FLOOR CARPET - C-K -LHC.		15	0	15
AC-2425 CAP AND DISK, HUB (WIRE WHEEL) (63).		46	57	103
AC-2444 SWITCH KIT, BACK-UP LAMP-LHC (WITH ST, AND OD WITH POWER STEERING)		83	0	83
* (AC-2481) * STAINLESS STEEL WHEEL TRIM RING.		3	0	3
* (AC-1401) * RING, WHEEL TRIM - STAINLESS STEEL		1	0	1
AC-2495 REGAL LICENSE PLATE FRAME (PLASTIC WINDOW).		0	0	0
* (AC-2497) * SPORTSTER HUB (SPINNER) FOR AC-2492 & AC-2314 COVERS		1	0	1
AC-2688 ANTENNA KIT, INTERNALLY CONTROLLED (68).		2134	472	2606
AC-2689 ANTENNA KIT, FRONT EXTERNALLY CONTROLLED (67).	291	18	309	
AC-2699 DOOR HANDLE GUARDS, PAIR.		15	0	15
AC-2704 GAS DOOR GUARD.		2	0	2
AC-2728 MIRROR, SUPER-VUE OUTSIDE (RIGHT OR LEFT SIDE).		44	0	44
(LEFT SIDE ONLY)		16	0	16
* (AC-2736) * ADAPTER KIT FOR AC-2366 TISSUE DISPENSER		1	0	1
AC-2738 CAP AND DISK, HUB (FULL DISK) 15" EQUIP (62)		2797	481	3278
AC-2743 LICENSE PLATE FRAME.		8	0	8
* (AC-2744) * (BUMPER GUARD KIT, REAR BUMPER-W-Y-F, SEDAN MODELS).		6	0	6
AC-2747 RADIO, "STRATOLINE" AUTOMATIC TUNING - C-K (66).		2479	500	2979
* (AC-2745) * RADIO, "STRATOLINE" AUTOMATIC TUNING - W-Y-F-D SEDANS.		1	0	1

1956 STUDEBAKER GOLDEN HAWK EQUIPMENT LIST

TAKEN FROM THE ORIGINAL PRODUCTION ORDERS

		SB	LA	TOTAL
AC-2748	RADIO, "STARLINE" MANUAL TUNING - C-K (65).	210	15	225
* (AC-2746) *	RADIO, "STARLINE" MANUAL TUNING - W-Y-F-D SEDANS	1	0	1
AC-2750	CIGAR LIGHTER COMPLETE (75).	3127	567	3694
AC-2752	LIGHT, COMPARTMENT - C-K.	3	0	3
AC-2754	DEFLECTOR, OUTLET PIPE (incls. screw) C-K.	82	0	82
AC-2756	CLOCK KIT, ELECTRIC (74).	3056	554	3610
* (AC-2755) *	CLOCK KIT, ELECTRIC W-F-E-P-Y (SEDANS).	4	0	4
AC-2762	BACK-UP LAMP KIT - C-K-D (70).	2247	538	2785
* (AC-2761) *	BACK-UP LAMP KIT - W-F-Y (SEDANS)	1	0	1
AC-2765	SPOTLIGHT ASSEMBLY, LEFT.	6	0	6
AC-2766	SPOTLIGHT ASSEMBLY, RIGHT.	3	0	3
AC-2767	TRUNK AND UTILITY LIGHT EQUIPMENT (CORD, REEL, BRACKET, GROMMET, CABLES)	17	0	17
* (SP-50056) *	(REPLACED BY AC-2767)	1	0	1
AC-2769	CLIMATIZER AND DEFROSTER KIT W/HEATING UNITS - C-K (USA) (60).	3066	422	3488
* (AC-2770) *	ANTI-CREEP KIT (NOT USED ON 56J).	11	0	11
AC-2774	WASHER KIT, WINDSHIELD - LHC (71).	1697	198	1895
* (AC-2499) *	WINDSHIELD WASHER	5	0	5
AC-2775	ANTENNA KIT, REAR DUAL, EXTERNALLY CONTR. - C-K (68A).	86	5	91
* (AC-2778) *	ANTENNA KIT, REAR DUAL, EXTERNAL CONT. W-F-Y (SEDANS)	10	0	10
AC-2776	KIT, PARKING BRAKE WARNING LIGHT.	40	0	40
AC-2777	SPEAKER KIT, REAR SEAT (69).	409	40	449
AC-2780	WIRE WHEEL OVERLAY (PROTOTYPE).	84	0	84
AC-2787	AUTO COMPASS.	2	0	2
AC-2796	COVER KIT, VALVE ROCKER ARM CHROME.	0	0	0
AC-2799	CAP AND DISK, HUB (SPOKE TYPE) (81).	208	27	235
AC-2810	GUARD, CHROME DOOR EDGE - SET OF 2 - C-K.	0	0	0
AC-2836	MIRROR, STARLINE OUTSIDE (FOR RIGHT OR LEFT SIDE).	0	0	0
AC-2861	MIRROR, REGAL OUTSIDE (FOR RIGHT OR LEFT SIDE).	0	0	0
SP-50023	CURB ALARM, PAIR.	1	0	1
SP-50048	DELUXE LICENSE PLATE FRAME.	15	0	15
SP-50049	BRAKE FLUID SAFETY RESERVOIR	12	0	12
SP-50055	TRAFFIC LIGHT VIEWER	2	0	2
SP-5006n___	**FRONT SEAT BELT KIT, ALL COLORS (80).**	**892**	**92**	**984**
SP-50060	FRONT SEAT BELT KIT, GRAY (80).	869	92	961
SP-50061	FRONT SEAT BELT KIT, GREEN (80).	4	0	4
SP-50062	FRONT SEAT BELT KIT, RED (80).	5	0	5
SP-50063	FRONT SEAT BELT KIT, BLUE (80).	1	0	1
SP-50064	FRONT SEAT BELT KIT, BROWN (80).	6	0	6
SP-50065	FRONT SEAT BELT KIT, BLACK (80).	7	0	7
SP-5007n___	**REAR SEAT BELT KIT, ALL COLORS (80A).**	**22**	**1**	**23**
SP-50070	REAR SEAT BELT KIT, GRAY (80A).	10	1	11
SP-50071	REAR SEAT BELT KIT, GREEN (80A).	0	0	0
SP-50072	REAR SEAT BELT KIT, RED (80A).	3	0	3
SP-50073	REAR SEAT BELT KIT, BLUE (80A).	2	0	2
SP-50074	REAR SEAT BELT KIT, BROWN (80A).	4	0	4
SP-50075	REAR SEAT BELT KIT, BLACK (80A).	3	0	3
	OVERDRIVE TRANS WITH POWER STEERING	160	32	192
	OVERDRIVE TRANS WO POWER STEERING	549	45	594

* ITEMS IDENTIFIED WITH AN ASTERISK ARE THOSE WHICH WERE NOT LISTED AS 1956 GOLDEN HAWK ACCESSORIES.

() NUMERALS IN PARENTHESES FOLLOWING THE DESCRIPTION ARE THE LOS ANGELES EQUIVALENT TO THE SOUTH BEND AC-NNNN ACCESSORY CODE.

1956 STUDEBAKER GOLDEN HAWK PAINT CODE STATISTICS
TAKEN FROM THE ORIGINAL PRODUCTION ORDERS

PAINT CODE	PAINT COLOR	SOUTH BEND	LOS ANGELES	TOTAL
BAD	PRODUCTION ORDER BAD, CAN'T READ IT	2	0	2
NONE	PROBABLY P5637 OR P5638 BASED ON TRIM	1	0	1
OMIT	NO PAINT COLOR LISTED	72	0	72
P5601	SPECIAL (SEE NOTE BELOW)			
	- #1006 SYMBOL BAG SNOWCAP WHITE AND #1013 SYMBOL BAN YELLOWSTONE	1	0	1
	- #1000 SYMBOL BAA MIDNIGHT BLACK AND #1003 SYMBOL BAD ROMANY RED	1	0	1
	- #1010 SYMBOL BAK CERAMIC GREEN	6	0	6
P5610	SUNGLOW GOLD	21	13	34
P5611	MIDNIGHT BLACK	216	23	239
P5612	SNOWCAP WHITE	130	18	148
P5613	DAYBREAK BLUE	1	0	1
P5614	AIRFORCE BLUE	8	0	8
P5615	SEASIDE GREEN	2	1	3
P5616	GLENBROOK GREEN	2	0	2
P5617	CAMBRIDGE GRAY	29	5	34
P5618	YELLOWSTONE	.	8	2 10
P5619	ROMANY RED	12	2	14
P5620	AIRFORCE BLUE/DAYBREAK BLUE	50*	12	62* (Note 2)
P5621	DAYBREAK BLUE/AIRFORCE BLUE	7	11	18
P5622	DAYBREAK BLUE/SNOWCAP WHITE	27	10	37
P5623	AIRFORCE BLUE/SNOWCAP WHITE	73	11	84
P5624	GLENBROOK GREEN/SEASIDE GREEN	48	11	59
P5625	SEASIDE GREEN/GLENBROOK GREEN	9	3	12
P5626	SEASIDE GREEN/SNOWCAP WHITE	15	7	22
P5627	GLENBROOK GREEN/SNOWCAP WHITE	21	4	25
P5628	CAMBRIDGE GRAY/SNOWCAP WHITE	96	19	115
P5629	MIDNIGHT BLACK SNOWCAP/WHITE	159	21	180
P5630	SNOWCAP WHITE/MIDNIGHT BLACK	30	14	44
P5631	ROMANY RED/MIDNIGHT BLACK	55	7	62
P5632	MIDNIGHT BLACK/ROMANY RED	20	6	26
P5633	SNOWCAP WHITE/ROMANY RED	18	13	31
P5634	ROMANY RED/SNOWCAP WHITE	103	24	127
P5635	SNOWCAP WHITE/SUNGLOW GOLD	51	12	63
P5636	SUNGLOW GOLD/SNOWCAP WHITE	649	73	722
P5637	MOCHA/DOESKIN	303	60	363
P5638	MOCHA/SNOWCAP WHITE	258*	49	307* (Note 2)
P5639	YELLOWSTONE/MIDNIGHT BLACK	36	10	46
P5640	YELLOWSTONE/SUNGLOW GOLD	73	7	80
P5641	CERAMIC GREEN/SNOWCAP WHITE	676	115	791
P5642	TANGERINE/SNOWCAP WHITE	85	33	118
P5664	ROSEBUD/SNOWCAP WHITE	20	1	21
P5665	REDWOOD/SNOWCAP WHITE	54	2	56
P5666	SNOWCAP WHITE/REDWOOD	8	0	8
P5667	MIDNIGHT BLACK/SEASIDE GREEN	5	0	5
P5668	CAMBRIDGE GRAY/DAYBREAK BLUE	1	0	1
P5669	YELLOWSTONE/SNOWCAP WHITE	8	1	9
PRIME	NO PAINT COLOR LISTED	1	1	2
SURF	COAT RUBBED READY FOR PAINT	1	0	1
	TOTAL (SEE NOTE)	3472	601	4073

NOTES ON SPECIAL PAINT CODE P5601:

THE FIRST CAR IS SERIAL 6033236. IT IS LISTED AS YELLOWSTONE ON LOWER PART OF CAR & SNOWCAP ON CENTER & ROOF PANEL. THIS DIFFERS FROM P5669 WHICH WOULD HAVE HAD THE YELLOWSTONE ON THE LOWER PART OF CAR <u>& ROOF PANEL</u> & SNOWCAP ON CENTER ONLY.

THE SECOND CAR IS SERIAL 6032714. THERE ARE NO OTHER NOTATIONS ON THE PRODUCTION ORDER EXCEPT "RED WHEELS". THIS WOULD INDICATE THAT THE LOWER BODY COLOR WAS PROBABLY ROMANY RED. PAINT CODE P5631 IS THE ROMANY RED/MIDNIGHT BLACK COMBINATION. PERHAPS THIS CAR HAD THE ROOF PAINTED TO MATCH THE CENTER COLOR BLACK LIKE THE CAR ABOVE.

THE OTHER SIX CARS SHOWED #1010 SYMBOL 'BAK' CERAMIC GREEN. THE SERIAL NUMBERS ARE 6032436, 6032786, 6032890, 6033011, 6033124, AND 6033270.

NOTE ON TOTAL: (* P5620 & P5638)

TWO CARS (SERIAL NUMBERS 6030726 & 6031367) WERE SCRAPPED AND CANCELED FROM THE PRODUCTION RECORDS. SOUTH BEND PRODUCTION WAS 3470 FOR A COMBINED TOTAL OF 4071.

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SECTION 6

SUPPORTING DOCUMENTATION

The material on the following pages was submitted by Richard T. Quinn of Mokena, Illinois and obtained mostly from *Newman & Altman Inc., and/or the Studebaker National Museum, both of South Bend, Indiana*. Some of the copies are 3rd and 4th generation reproductions so the quality will be less than the other material in this *Guide*.

Despite the lack of quality, I think the items are worth including. Some of the items are not covered previously in this *Guide* but are presented for your information only.

Some of the subjects covered are:

STUDEBAKER HAWK (use of the name Hawk).

ROCKER ARM COVER ASSY. (Chrome Plated).

NEW SPOKE WHEEL DISCS for All New Studebaker Models.

FENDER NAME PLATE "STUDEBAKER" (fender script).

V-8 ORNAMENT (front fender V-8 emblem).

GOLDEN HAWK SCRIPT (gold plate on trunk).

TACHOMETER ASSEMBLY (cancel electrically operated tachometer).

SPEEDOMETER GEAR & PINION (introduction of 3.73 ratio).

AUTO TRANS. REMOTE CONTROL BELLCRANK TO TRANS. ROD ASSY.

DISTRIBUTOR CAM & STOP PLATE CONVERSION KIT - SERVICE.

EDITORIAL RESEARCH ON FAMILIES BUYING STUDEBAKER HAWK MODELS

1- Hawk model purchased? _____

2- Was purchaser a man or woman? _____

3- Was purchaser married? _____

4- Approximate age of purchaser? _____

5- Estimate of number of purchaser's children? _____

6- Did purchaser trade in an old car? _____

7- Was the trade-in a sports car? _____

8- If a sports car, what brand? (Studebaker or other) _____

9- Does purchaser own another car in addition to the one bought from you? _____

Dealer's Name _____

Dealership's Name _____

City and State _____

Please return to: Tom King
Manager of Public Relations
Studebaker Division

To: FRANK AMBROGIO
FROM: R. QUINN
DATE: 2-6-95

Part Name	RADIATOR FAN SHROUD ASSY.	Distribution Code	Part No. 1539150
Models Affected	56G-56B-56J	Date Typed 11-12-55 / No. of Sheets 6 / Sheet No. 1	Change No. 10504 ✓

Change Letter	Details of Change
Z	RIB ADDED
AA	TACK WELDING REMOVED

Nature of Change	1) INDENTED RIB ADDED TO LEFT UPPER CORNER OF UPPER HALF 2) TACK WELDING REMOVED FROM NOTCHES IN LOWER CORNERS OF LOWER HALF
Basic Reason for Change	1) TO FACILITATE MFG. 2) NOT NECESSARY & TO REDUCE COST
When Effective	AS SOON AS POSSIBLE
Prod. Stock Disposition	USE
Service Stock Disposition	

W431 REV. 4-55 Studebaker
ENGINEERING DETAIL CHANGE NOTICE

INSTRUCTIONS:
Made in original by Engineering Records Dept. from W1891.
Copies made in multiple and distributed as required.

EG/HZ
Compiled by

Studebaker

ENGINEERING MASTER CHANGE NOTICE

Subject: RADIATOR FAN SHROUD ASSY.

Date Typed: 11-12-55

Change No. 10504

Nature of Change

1. ADD INDENTED RIB TO LEFT HAND UPPER CORNER OF UPPER HALF

2. REMOVE TACK WELDING FROM NOTCHES IN LOWER CORNERS OF LOWER HALF

No. of Sheets 1 (MASTER CHANGE NOTICE) Sheet No. 1

No. of Sheets 6 (Additional for DETAIL CHANGE NOTICE—form W

Cross reference to other Change Notices affected

Reason

1. TO FACILITATE MANUFACTURING

2. NOT NECESSARY AND TO REDUCE COST

Interchangeability affected? NO

When Effective: AS SOON AS POSSIBLE

	Dept.	
Requested by	HAYES MFG. CO.	11
Investigated by	M. DEBLUMENTHAL	RESEARCH 11
Compiled by	L.R. JONES	ENG. 11
Edited by	EG/MZ	RECORDS 11

Production Stock Disposition: USE

Service Stock Disposition: USE

Patterns $ | Dies $ | Tools $ | Machinery $ | Plant Rearrange. $ | Total Cost $ NONE | Appropriation No.

MATERIAL COST PER CAR: Increased $ | Decreased $ .1750

DIRECT PRODUCTION LABOR COST PER CAR: Increased $ NONE | Decreased $ NONE

MODELS AND QUANTITIES REQUIRED

546-568-560 Affected by this Change

PART NUMBERS

Cancel	Release/Reinstate	Change	PART NAME A. L. MARTIN 11-10-55
		539150	RAD. FAN SHROUD ASSY.
		539361	RAD. FAN SHROUD-UPPER
		539362	RAD. FAN SHROUD-LOWER
		540282	RAD. FAN SHROUD ASSY.-COMP.
		540281	RAD. FAN SHROUD ASSY.-COMP.
		540294	RAD. FAN SHROUD & RAD. HOSE SUPT. ASSY.

DEPARTMENT	DATE	APPROVED	DISAPPROVED
Production			
Engineering			
Engineering			
Engineering			
Engineering			

COMMENTS

BY DATE 11/14/55

BY DATE 11/14/55

W 1091 Rev. 4-55

INSTRUCTIONS: Original, with approval signatures, to Engineering Records Dept. for editing —where copies are made in multiple and distributed as required.

Part Name	AUTO. TRANS. REMOTE CONTROL BELLCRANK TO TRANS. ROD ASSY.	Date Typed	Distribution Code		Part No.
			No. of Sheets	Sheet No.	1539952
Models Affected	56J	11-12-55	2	1	Change No. 1055 ✓

Change Letter	Details of Change
A	POSITION OF PIN REVERSED
Nature of Change	CLEVIS PIN POSITION REVERSED IN FRONT END OF ROD
Basic Reason for Change	TO PROVIDE MORE CLEARANCE WITH FLOOR BOARD
When Effective	AS SOON AS POSSIBLE
Prod. Stock Disposition	REWORK
Service Stock Disposition	WILL CONFORM

W431 Studebaker
REV. 4-55 ENGINEERING DETAIL CHANGE NOTICE

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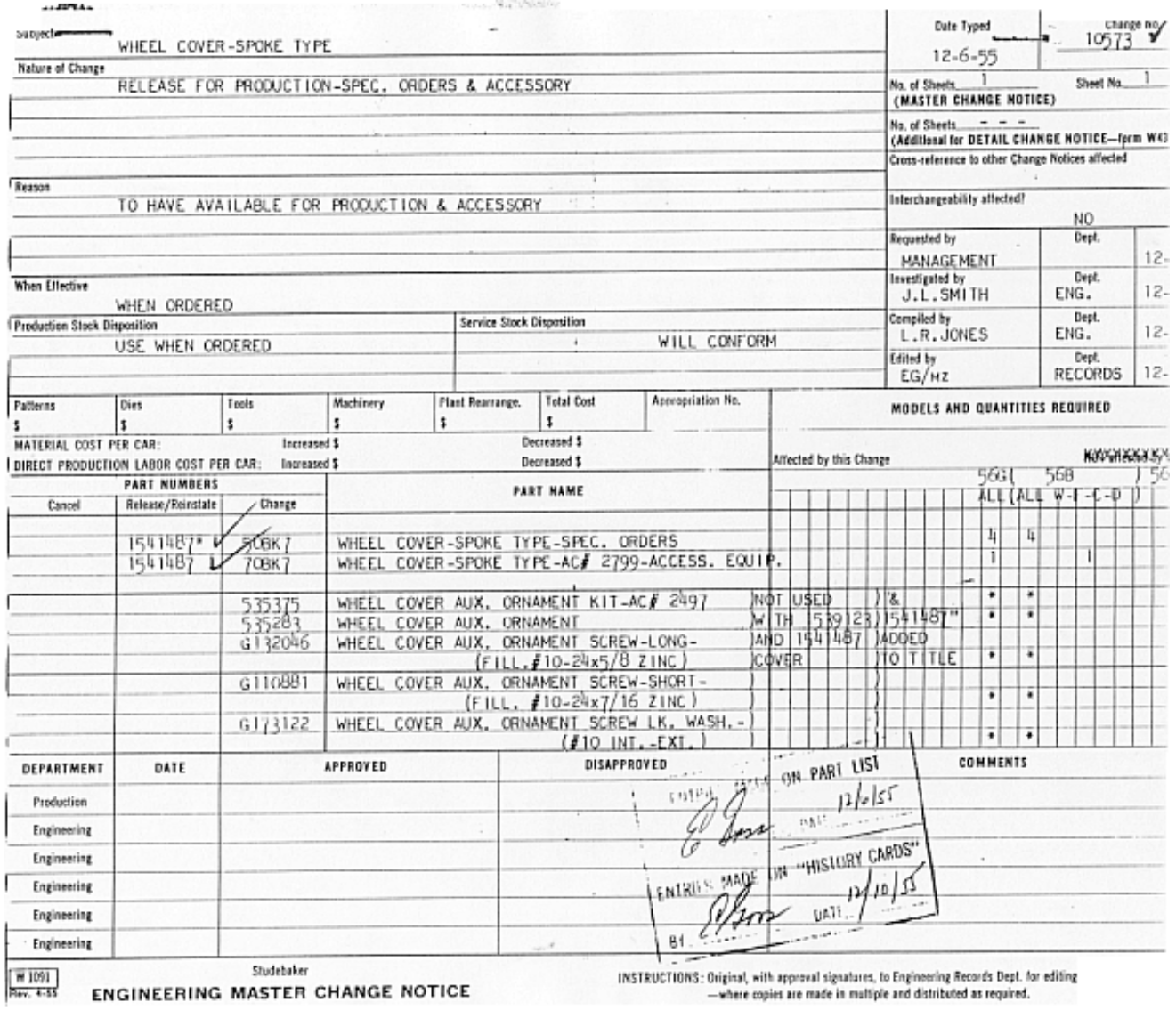


Subject: WHEEL COVER-SPOKE TYPE

Date Typed: 12-6-55 — Change no: 10573

Nature of Change: RELEASE FOR PRODUCTION-SPEC. ORDERS & ACCESSORY

No. of Sheets: 1 — Sheet No. 1 (MASTER CHANGE NOTICE)

No. of Sheets: - - - (Additional for DETAIL CHANGE NOTICE—form W4)

Cross-reference to other Change Notices affected:

Reason: TO HAVE AVAILABLE FOR PRODUCTION & ACCESSORY

Interchangeability affected? NO

When Effective: WHEN ORDERED

Requested by	Dept.	
MANAGEMENT		12-
Investigated by: J.L.SMITH	Dept. ENG.	12-
Compiled by: L.R.JONES	Dept. ENG.	12-
Edited by: EG/HZ	Dept. RECORDS	12-

Production Stock Disposition: USE WHEN ORDERED

Service Stock Disposition: WILL CONFORM

Patterns $	Dies $	Tools $	Machinery $	Plant Rearrange. $	Total Cost $	Appropriation No.

MATERIAL COST PER CAR: Increased $ Decreased $

DIRECT PRODUCTION LABOR COST PER CAR: Increased $ Decreased $

MODELS AND QUANTITIES REQUIRED

Affected by this Change: 56G 56B 56 ALL (ALL W-T-C-D)

PART NUMBERS Cancel	Release/Reinstate	Change	PART NAME				
	1541487*	508K7	WHEEL COVER-SPOKE TYPE-SPEC. ORDERS			4	4
	1541487	708K7	WHEEL COVER-SPOKE TYPE-AC# 2799-ACCESS. EQUIP.			1	1
		535375	WHEEL COVER AUX. ORNAMENT KIT-AC# 2497	NOT USED WITH 539123 AND 1541487 COVER	& 1541487" ADDED TO TITLE	*	*
		535283	WHEEL COVER AUX. ORNAMENT			*	*
		G132046	WHEEL COVER AUX. ORNAMENT SCREW-LONG- (FILL. #10-24x5/8 ZINC)			*	*
		G110881	WHEEL COVER AUX. ORNAMENT SCREW-SHORT- (FILL. #10-24x7/16 ZINC)			*	*
		G173122	WHEEL COVER AUX. ORNAMENT SCREW LK. WASH.- (#10 INT.-EXT.)			*	*

DEPARTMENT	DATE	APPROVED	DISAPPROVED	COMMENTS
Production				
Engineering				
Engineering				
Engineering				
Engineering				
Engineering				

ENTERED ON PART LIST 12/6/55

ENTRIES MADE ON "HISTORY CARDS" 12/10/55

W 1091 Rev. 4-55 — Studebaker

ENGINEERING MASTER CHANGE NOTICE

INSTRUCTIONS: Original, with approval signatures, to Engineering Records Dept. for editing —where copies are made in multiple and distributed as required.

RECEIVED
DEC 28 1955
PATENT DEPT.

Studebaker - Packard Corporation

To: Mr. Wayne B. Easton Location: South Bend Date: December 27, 195

From: Alfred E. Wilson Location: Detroit

2034

Subject: Studebaker "Hawk"

It appears as though we may be in a slightly difficult position with the Rootes Group of England who presumably have control of the Humber Limited of Coventry, England in connection with their registration of the word "hawk". Humber has registration No. 577,225, registered July 14, 1953 for automobiles and chassis in Class 19 and which has alleged a date of first use of September 15, 1948.

Willys-Overland have registration 604,758 and 604,755 on "Duck Hawk" and "Aerohawk" respectively in which they allege dates of first use in 1952 and 51 respectively and on which their registrations issued April 19, 1955. Both registrations are for automobiles and structural parts in Class 19, vehicles.

At the time this investigation was under way, you reported that Humber Limited did not have business offices in New York, Chicago or Detroit. Because of this and the fact that Willys-Overland had succeeded in obtaining registrations on the word "hawk" with various prefixes, and in view of the pressure that was being exerted on us to approve "hawk" by Mr. Sawyer, it did not appear that our use of the name "hawk" would conflict with Humber's registration on the single word "hawk". Since the pressure was on us to approve the "hawk" series, I did not think we should approach Humber abroad unless we were prepared to refrain from using "hawk" if they indicated that they would prefer that we not use it. In view of all of these facts, I approved the use of the "hawk" series.

Upon receipt of the letter dated December 7 from Sir William Rootes to Mr. Hutchinson, I called Mr. Ernsberger in Toledo on December 16 and learned that no serious difficulty had been encountered by them in procuring their registrations on "Duck Hawk" and "Aerohawk".

I read my proposed letter to Mr. Hutchinson on the telephone and he said he thought it was a good letter and that it should be sent.

AEWihd

TO: FRANK AMBROGIO
FROM: R.T. QUINN
DATE: FEB 7, 1995

HAWK Specifications

	GOLDEN HAWK	SKY HAWK	POWER HAWK	FLIGHT HAWK
BODY STYLE	Hardtop	Hardtop	Coupe	Coupe
WHEELBASE (inches)	120.5	120.5	120.5	120.5
OVERALL LENGTH (inches)	203.94	203.94	203.94	203.94
OVERALL HEIGHT (inches)	56.31	56.31	56.31	56.31
OVERALL WIDTH (inches)	70.44	70.44	70.44	70.44
SHIPPING WEIGHT (pounds)	3360	3215	3095	2780
ENGINE TYPE	OHV V8	OHV V8	OHV V8	L-Head 6
MAXIMUM HORSEPOWER	275	210	170[a]	101
MAXIMUM TORQUE (ft. lbs.)	380	292	260[a]	152
DISPLACEMENT (cu. in.)	352	289	259.2	185.6
BORE (inches)	4	3.56	3.56	3
STROKE (inches)	3.5	3.63	3.25	4.38
COMPRESSION RATIO	9.5 to 1	7.8 to 1[b]	7.8 to 1[b]	7.8 to 1
CARBURETION	4-Barrel	4-Barrel	2-Barrel[a]	1-Barrel

a—Optional Power Kit, with 4-barrel carburetion, boosts maximum horsepower to 185 and maximum torque to 265 ft. lbs.
b—Optional 8.3 to 1 compression ratio available.

STUDEBAKER NEWS JAN. 1956

Part Name	SPEED. GEAR & PINION CHART		Distribution Code		Part No. 1541321
Models Affected	56G-56B-56H-56J	Date Typed 1-4-56	No. of Sheets 1	Sheet No. 1	Change No. 10630

Change Letter	Details of Change
A	3.73 RATIO ADDED

Nature of Change	OPT. RATIO ADDED FOR MODEL 56J
Basic Reason for Change	TO HAVE AVAILABLE FOR PROD.
When Effective	AS SOON AS POSSIBLE
Prod. Stock Disposition	USE
Service Stock Disposition	USE

W431 REV. 4-55 Studebaker ENGINEERING DETAIL CHANGE NOTICE

INSTRUCTIONS: Made in original by Engineering Records Dept. from W1091. Copies made in multiple and distributed as required.

RAP/MZ Compiled by

Subject: REAR AXLE ASSY.-3.73-AS PUR.-WITH OD-OPTIONAL

Nature of Change: RELEASE AS OPTIONAL WITH 3.92 RATIO

Reason: TO HAVE AVAILABLE FOR PRODUCTION

When Effective: AS SOON AS POSSIBLE

Production Stock Disposition: USE

Service Stock Disposition: USE

Date Typed: 1-4-56

Change No: 10630

No. of Sheets: 2 Sheet No. 1 (MASTER CHANGE NOTICE)

No. of Sheets: 1 (Additional for DETAIL CHANGE NOTICE—form W

Cross-reference to other Change Notices affected:

Interchangeability affected? NO

	Dept.	
Requested by: E.J.HARDIG	ENG.	12
Investigated by: E.J.HARDIG	ENG.	12
Compiled by: L.RUSH	ENG.	12
Edited by: RAP/MZ	RECORDS	1

Patterns $	Dies $	Tools $	Machinery $	Plant Rearrange. $	Total Cost $	Appropriation No.

MATERIAL COST PER CAR: Increased $ Decreased $

DIRECT PRODUCTION LABOR COST PER CAR: Increased $ Decreased $

MODELS AND QUANTITIES REQUIRED

Affected by this Change — Effective 56 ALL

PART NUMBERS Cancel	Release/Reinstate	Change	PART NAME	
	1541326*	13A	REAR AXLE ASSY.-3.73-AS PUR.-WITH OD-OPT.	1
	537634	71-13A	REAR AXLE BEVEL DRIVE GEAR & PINION ASSY.-M & W TOGETHER / 3.73	1
	537635	13A	REAR AXLE BEVEL DRIVE GEAR	1
	537636	13A	REAR AXLE BEVEL DRIVE PINION	1
		530703	REAR AXLE DIFF. CASE-3.07 & 3.73 RATIO ("& 3.73" ADDED TO TITLE)	*

DEPARTMENT	DATE	APPROVED	DISAPPROVED
Production			
Engineering			
Engineering			
Engineering			
Engineering			
Engineering			

COMMENTS:
ENTRIES MADE ON PART LIST
BY M.V. DATE 1-4-56
ENTRIES MADE ON "HISTORY CARDS"
BY [signature] DATE 1/19/56

W 1091 Rev. 4-55

Studebaker
ENGINEERING MASTER CHANGE NOTICE

INSTRUCTIONS: Original, with approval signatures, to Engineering Records Dept. for editing —where copies are made in multiple and distributed as required.

See Below Jan. 6, 1956

H. E. Churchill

To Messrs. R. D. Felck
E. J. Hardig
M. F. deBlumenthal

cc: Mr. R. B. Bender

I was advised yesterday that our dealer in Birmingham had had a customer Golden Hawk hood fly open, and upon checking with Mr. Bender, I find that there have been several similar cases.

Mr. Felck advises me that this may be due to maladjustment, but that there is also a possibility of the safety hook being damaged if the hood is lowered from one side.

This should be immediately investigated and corrected.

I would appreciate knowing what design changes, if any, are necessary to make the correction.

HEC:RDH

[illegible]
[illegible] South Wolf Road
[illegible] 60448

STUDEBAKER

DIVISION OF STUDEBAKER-PACKARD CORPORATION

KANSAS CITY ZONE OFFICE
3728 MAIN STREET
KANSAS CITY 3, MISSOURI

July 12, 1956

TO ALL STUDEBAKER DEALERS:

This bulletin is being directed to you to provide you with the last opportunity to properly balance your current stock and also to enable you to determine your future requirements as to body type, colors and specifications for the remainder of 1956 production schedules.

We have been advised that July 26th has been designated as final date by which you will be given the opportunity to order 1956 passenger cars and trucks with specifications to meet your needs. However, we will continue to give you our full cooperation in matching models as closely as possible to your specifications, but we will be unable to schedule in production your specific orders with definite equipment beyond July 26th.

Gentlemen, the above information certainly requires your immediate and most thoughtful consideration and planning for the remaining few months of 1956.

With present dealers' inventories low, definite increased sales activity, and the possibility of a crippling steel shortage, do you now have a representative stock, sufficiently balanced, to assure you definite deliveries for remainder of '56 production???

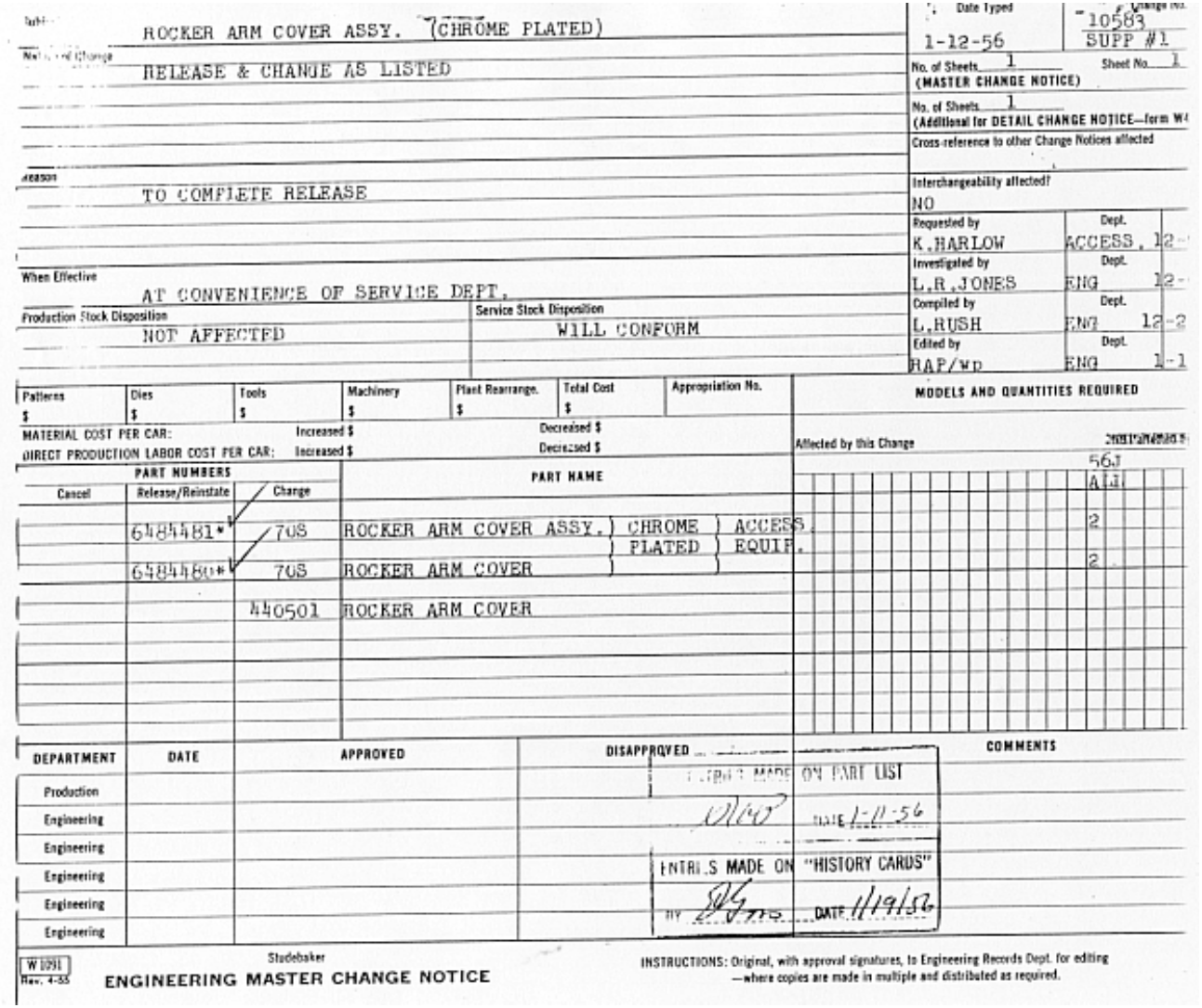
PLACE YOUR ORDERS NOW - THE WAY YOU WANT THEM BUILT

JULY 26 DEADLINE JULY 26

Very truly yours,

J. C. Coringtom
Car Distributor

JCC:mg



Title: ROCKER ARM COVER ASSY. (CHROME PLATED)

Nature of Change: RELEASE & CHANGE AS LISTED

Reason: TO COMPLETE RELEASE

When Effective: AT CONVENIENCE OF SERVICE DEPT.

Production Stock Disposition: NOT AFFECTED

Service Stock Disposition: WILL CONFORM

Date Typed: 1-12-56

Change No.: 10583 SUPP #1

No. of Sheets: 1 Sheet No. 1 (MASTER CHANGE NOTICE)

No. of Sheets: 1 (Additional for DETAIL CHANGE NOTICE—form W4)

Cross-reference to other Change Notices affected:

Interchangeability affected? NO

	Dept.
Requested by: K.HARLOW	ACCESS. 12
Investigated by: L.R.JONES	ENG 12
Compiled by: L.RUSH	ENG 12-2
Edited by: RAP/WD	ENG 1-1

Patterns $	Dies $	Tools $	Machinery $	Plant Rearrange. $	Total Cost $	Appropriation No.

MATERIAL COST PER CAR: Increased $ Decreased $

DIRECT PRODUCTION LABOR COST PER CAR: Increased $ Decreased $

MODELS AND QUANTITIES REQUIRED

Affected by this Change

	56J
	ALL
	2
	2

PART NUMBERS Cancel	Release/Reinstate	Change	PART NAME
	6484481*	70S	ROCKER ARM COVER ASSY. (CHROME PLATED) (ACCESS EQUIP.)
	6484480*	70S	ROCKER ARM COVER
		440501	ROCKER ARM COVER

DEPARTMENT	DATE	APPROVED	DISAPPROVED
Production			
Engineering			
Engineering			
Engineering			
Engineering			
Engineering			

ENTRIES MADE ON PART LIST
DATE 1-11-56

ENTRIES MADE ON "HISTORY CARDS"
DATE 1/19/56

COMMENTS

W 1291 Rev. 4-55

Studebaker

ENGINEERING MASTER CHANGE NOTICE

INSTRUCTIONS: Original, with approval signatures, to Engineering Records Dept. for editing —where copies are made in multiple and distributed as required.

Part No. 440501

Part Name: MOTOR VALVE COVER

Distribution Code

Change No. 1583 SUPP.#1

Models Affected: 56J (REF. DRWG. FOR 471064-6489004-6484480-6484481)

Date Typed

No. of Sheets: 1

Sheet No.: 1

Change Letter

Details of Change

PARTS 6484480 & 6484481 ADDED

Nature of Change: CHROME PLATED COVER ADDED

Basic Reason for Change: TO COMPLETE RELEASE

When Effective: AT CONVENIENCE OF SERVICE DEPT.

Prod. Stock Disposition: NOT AFFECTED

Service Stock Disposition: WILL CONFORM

RAP/wp

Compiled by

Studebaker

W4311

ENGINEERING DETAIL CHANGE NOTICE

REV. 4-55

INSTRUCTIONS:
Made in original by Engineering Records Dept. from W1091.
Copies made in multiple and distributed as required.

Studebaker

ENGINEERING MASTER CHANGE NOTICE

W 1951
Rev. 4-55

INSTRUCTIONS: Original, with approval signatures, to Engineering Records Dept. for editing
—where copies are made in multiple and distributed as required.

Subject: FENDER NAME PLATE "STUDEBAKER"

Date Typed: 2-3-56

Change No.: 22161

Nature of Change: RELEASE STUDEBAKER NAME PLATE FOR FRT. FENDER ON ALL HAWKS.

No. of Sheets: 1 (MASTER CHANGE NOTICE) — Sheet No.: 1

No. of Sheets: - - - (Additional for DETAIL CHANGE NOTICE—form W

Cross reference to other Change Notices affected:

Reason: TO COMPLY WITH MANAGEMENT REQUEST

Interchangeability affected? NO

When Effective: AS SOON AS POSSIBLE

Requested by	Dept.
H.E. CHURCHILL	
Investigated by	**Dept.**
H. GERMANN	
Compiled by	**Dept.**
W. HENDRICKS	
Edited by	**Dept.**
WSB/AV	607

Production Stock Disposition: NONE

Service Stock Disposition: STOCK NOT AFFECTED

Patterns $	Dies $	Tools $	Machinery $	Plant Rearrange. $	Total Cost	Appropriation No.
		300.00			$ 300.00	

MATERIAL COST PER CAR: Increased $ .5480 Decreased $ -

DIRECT PRODUCTION LABOR COST PER CAR: Increased $ .1300 Decreased $ -

MODELS AND QUANTITIES REQUIRED

HOF⊕Hooch'm

Affected by this Change	56G-56B	56G-56B-5
	63	K
	2	2
	10	10

PART NUMBERS Cancel	PART NUMBERS Release/Reinstate	U.P.C. Quantity	PART NAME
1314300-W	3H		FRT. FENDER NAME PLATE-STUDEBAKER
1651xB	3H		FRT. FENDER NAME PLATE FAST. CLIP (PARK.)

DEPARTMENT	DATE	APPROVED	DISAPPROVED
Production			
Engineering			
Engineering		RICHARD QUINN 20028 South Wolf Road Mokena, Illinois 60448	
Engineering			
Engineering			
Engineering			

COMMENTS

ENTRIES MADE ON PART LIST
BY WSB DATE 2-3-56

ENTRIES MADE ON "HISTORY CARDS"
BY WSB DATE 2-15-56

ENGINEERING MASTER CHANGE NOTICE

22161

No. of Sheets 1 Sheet No. 1
(MASTER CHANGE NOTICE)

No. of Sheets — — —
(Additional for DETAIL CHANGE NOTICE—Item N

Cross-reference to other Change Notices affected

RELEASE STIDEBAKER NAME PLATE FOR FRONT FENDER ON ~~and Dash Panel~~ ALL HAWKS.

Reason

TO COMPLY WITH MANAGEMENT DIRECTIVE

When Effective

AS SOON AS POSSIBLE

Interchangeability affected? NO

Requested by H.E. CHURCHILL — Dept.

Investigated by C.F. GLEN — Dept.

Compiled by W. HENDRICKS-ITE — Dept.

Edited by (illegible) — Dept. 607

Patterns $	Dies $	Tools $300.00	Machinery $	Plant Rearrange. $	Total Cost $300.00	Appropriation No.
		Increased $	.5480	Decreased $	—	
MATERIAL COST PER CAR:		Increased $	.4800	Decreased $	—	
DIRECT PRODUCTION LABOR COST PER CAR:						

MODELS AND QUANTITIES REQUIRED

Affected by this Change: 548-568 548-568 548-568

PART NUMBERS			PART NAME	
Cancel	Release/Reinstate	Charge		
	1311300-4		FRONT FENDER NAME PLATE-STUDEBAKER	
	1651X8		FRONT FENDER NAME PLATE ASSY. CLIP (PART)	

DO NOT HOLD UP

DEPARTMENT	DATE	APPROVED	DISAPPROVED
Production			
Engineering			
Engineering	2-3-56		
Engineering	2-2-56		
Engineering			
Engineering	2-3-56		

COMMENTS

For 1312152 APARTATION SE
BLANKET TOOLS. 2/9/71

RICHARD QUINN
20028 South Wolf Road
Mokena, Illinois 60448

W 1061 Rev. 4-55

Stidebaker

INSTRUCTIONS: Original, with approval signatures, to Engineering Records Dept. for editing —where copies are made in multiple and distributed as required.

SALES LETTER

STUDEBAKER DIVISION

STUDEBAKER-PACKARD CORPORATION

New Spoke Wheel Discs For All New Studebaker Models — No. 63

William A. Keller — Date Feb. 7, 1956

The smartest things on wheels -- any way you look at them -- are Studebaker's sparkling new spoke wheel discs -- No. AC 2799. And effective immediately you can order them from South Bend or Los Angeles, for inclusion with any model of the new Studebakers, directly on your R948 order form.

These new spoke type discs of sparkling stainless steel, featuring rich gold center with Studebaker shield superimposed, are a real dress-up item which will add to the beauty and distinction of whichever big new Studebaker model your customer selects.

When ordered from the factory for inclusion with cars, suggested retail price for a set of four (4) discs is $18.50 list, with dealer net at $14.06.

Here is an item you should be able to sell to a substantial percentage of your new car customers, so, don't miss the opportunity to cash in on this plus-profit business! Be sure you and each of your sales people see the announcement bulletin now being released by our Parts and Accessories Division which fully illustrates these new discs, so that each of you will be in a better position to describe and sell these sets to your new car customers -- right now!

Effective with the release of these spoke type discs, wire wheel discs (AC 2425) will no longer be available as a factory installation

WILLIAM A. KELLER
General Sales Manager

Part Name	WHEEL COVER-SPOKE TYPE	Distribution Code	Part No. 1541487
Models Affected	56G-56B-56H-56J	Date Typed 2-9-56 / No. of Sheets 1 / Sheet No. 1	Change No. 10681
Change Letter	Details of Change		
	REVISED TO VENDOR'S PRINT		
Nature of Change	OPENINGS BETWEEN SPOKES CLOSED & GOLD ENAMEL SPECS. CHANGED		
Basic Reason for Change	TO IMPROVE APPEARANCE		
When Effective	AS SOON AS POSSIBLE		
Prod. Stock Disposition	NOT AFFECTED		
Service Stock Disposition	WILL CONFORM		

Studebaker

W431 rev. 4-55 ENGINEERING DETAIL CHANGE NOTICE

INSTRUCTIONS:
Made in original by Engineering Records Dept. from W1051.
Copies made in multiple and distributed as required.

RAP/NZ
Compiled by

Subject: WHEEL COVER-SPIKE TYPE-SPEC. ORDERS

Date Typed: 2-9-56

Change No.: - 71691

Nature of Change: REVISE TO VENDOR'S PRINT BY CLOSING OPENINGS BETWEEN SPOKES AND CHANGING

No. of Sheets: 1 (MASTER CHANGE NOTICE) Sheet No. 1

No. of Sheets: 1 (Additional for DETAIL CHANGE NOTICE—Item 9)

GOLD ENAMEL SPECIFICATIONS

Cross-reference to other Change Notices affected

Reason: TO IMPROVE APPEARANCE

Interchangeability affected? NO

When Effective: AS SOON AS POSSIBLE

Requested by: STERLING — Dept.

Investigated by: J.L. SMITH — Dept. ENG.

Compiled by: L.R. JONES — Dept. ENG.

Edited by: R.A.P.[illegible] — Dept. RECORDS

Production Stock Disposition: NOT AFFECTED

Service Stock Disposition: WILL CONFORM

Patterns $ | Dies $ | Tools $ | Machinery $ | Fixed Rearrange. $ | Total Cost $ | Appropriation No.

MATERIAL COST PER CAR: Increased $ Decreased $

DIRECT PRODUCTION LABOR COST PER CAR: Increased $ Decreased $

MODELS AND QUANTITIES REQUIRED

Affected by this Change: [illegible] INTERCHANGE

PART NUMBERS			PART NAME
Cancel	Release/Reinstate	Change	
			WHEEL COVER-SPOKE TYPE-SPEC. ORDERS

DEPARTMENT	DATE	APPROVED	DISAPPROVED
Production			
Engineering			
Engineering			
Engineering			
Engineering			
Engineering			

COMMENTS

[illegible] 2-9-56

[illegible] 2-9-56

ENTRIES MADE ON [illegible]

BY [illegible] 2-9-56

W 1091 Rev. 4-55 Studebaker

ENGINEERING MASTER CHANGE NOTICE

INSTRUCTIONS: Original, with approval signatures, to Engineering Records Dept. for editing —where copies are made in multiple and distributed as required.

36 STUDEBAKER-PACKARD CORPORATION
LETTER TO STUDEBAKER EXPORT PASSENGER CAR DEALERS

SUBJECT NEW FACTORY INSTALLED SPOKE TYPE WHEEL DISC

SENT TO EPC; EM, ER, EC

SOUTH BEND, INDIANA
EXPORT

AIR MAIL

NO. 1919-S

DATE Feb. 10,1956

Occasionally an accessory creation comes along that is an overnight sensation. We believe the new Spoke Type Wheel Disc. has a very good chance of being phenomenally successful. It's new, it's distinctive, and it has a flair that fits the new Studebaker perfectly.

Center or hub portion of the new wheel disc. has the Studebaker crest emblem on a gold-colored background with the spoke wheel appearance achieved by chrome-plated "spokes" with the area between finished in black enamel. Shaped in stamping to bring out the "spokes" of the wheel, the black and chrome combination create a very realistic and attractive effect.

The Spoke Type Wheel Disc. is now available for factory installation on your car orders. Parts and Accessories Division are preparing a flash illustrating the new accessory for release as soon as warehouse stocking is completed.

Returning to the list of factory installed accessories are Stainless Wheel Trim Rings which have been popular with many owners over a period of years.

Prices for these ornamental accessories are:

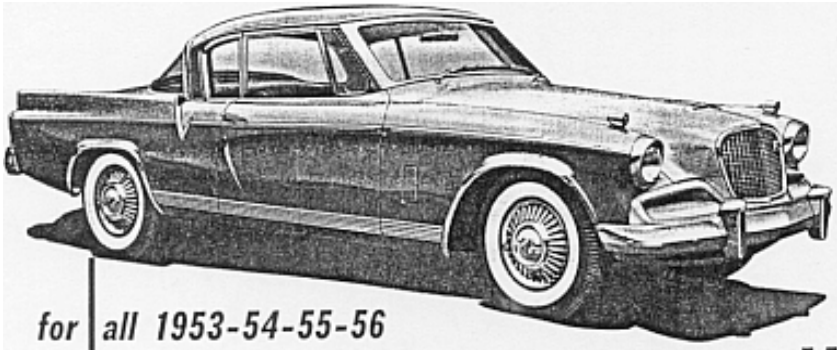
TECHNICAL LANGUAGE	DESCRIPTION	INSTALLED U.S. LIST PRICE	INSTALLED EXPORT NET PRICE
A2799	Spoke Type Wheel Disc. (set of 4)	$18.50	$14.06
A1401	Stainless Wheel Trim Rings (set of 5)	$12.00	$ 7.30

Enter the above on page 26 of your Studebaker Dealers Price List for passenger cars. At the same time delete from page 26 under Ornamental Accessories the A2425 Regal Wire Wheel Disc. which is no longer available.

Dress up your demonstrators and showroom floor cars with new accessories in variety. The additional profit factor at year's end will be a pleasant statistic.

P.D. Fagan
Sales Manager

PDF/GGC



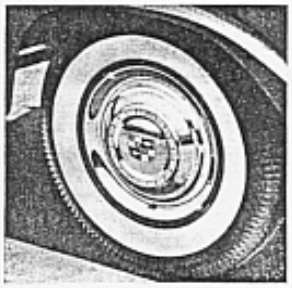
Look...It's HOT!

New Spoke-Type WHEEL DISC

for all 1953-54-55-56 STUDEBAKER CARS AND STATION WAGONS

- Sparkling Chrome & Gold Stainless Finish
- Exclusive Spoke-Type Construction
- Distinctive Studebaker "Coat-of-Arms" Emblem
- Glimmering Attractiveness—Still or in Motion
- Snug Snap-In Mounting
- Easy-to-Clean and Keep Clean

Here's the hottest accessory that's come over the horizon in a long, long time. Get in on the ground floor—order quick—and start cashing in on the extra sales and profits now. Fits all late model Studebakers; in fact, it can be installed on most cars with 15" wheels. Four are required per car. Equip demonstrators and show cars . . . put 'em on your accessories displays in the showroom, parts store and service station . . . or on actual spare wheels you may have lying around. Tell all your salesmen . . . and fire them up to present, demonstrate and SELL Spoke-Type Wheel Discs.



REMEMBER — Full Chrome Discs are still highly popular. Display and sell these too. Give 'em a choice and you'll not lose a single sale.

WHEEL DISCS H

TESTED AND STUDEBAKER PACKARD APPROVED

ORDER FROM YOUR ZONE PARTS DEPOT

(Use Order Blank Attached)

Accessory No.	Description	Suggested Uninstalled List Price	Uninstalled Dealer Net Price
AC-2799	Chrome & Gold Stainless Spoke-Type Wheel Disc, Set of 4	See Trade Letter	$15.90
AC-2738	Chrome Stainless Full Wheel Disc, Set of 4	See Trade Letter	12.29

SP Superior Performance Guaranteed

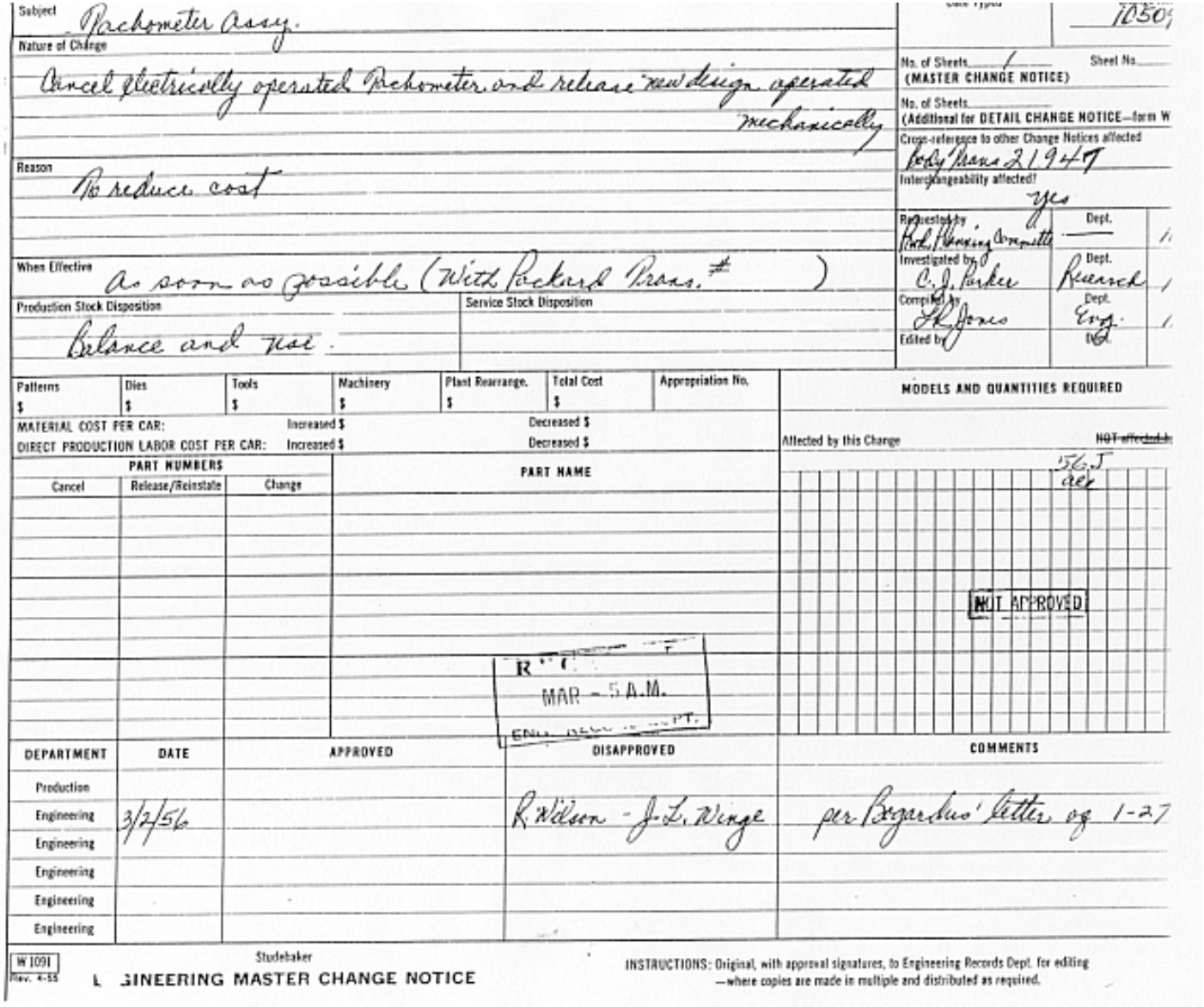
PRECISION-BUILT PRODUCTS

Parts and Accessories Division

STUDEBAKER-PACKARD CORPORATION

SOUTH BEND 27, INDIANA

Printed in U.S.A. 584 (2-21-56)



Subject: Tachometer Assy.

Nature of Change: Cancel electrically operated Tachometer and release new design operated mechanically

Reason: To reduce cost

When Effective: As soon as possible (With Packard Trans. #)

Production Stock Disposition: Balance and use.

Service Stock Disposition:

1050

No. of Sheets 1 Sheet No.
(MASTER CHANGE NOTICE)

No. of Sheets
(Additional for DETAIL CHANGE NOTICE—form W

Cross-reference to other Change Notices affected: Body Trans 21947

Interchangeability affected? Yes

Requested by: Tech. Planning Committee — Dept.

Investigated by: C. J. Parker — Dept. Research

Compiled by: H. Jones — Dept. Eng.

Edited by — Dept.

Patterns $	Dies $	Tools $	Machinery $	Plant Rearrange. $	Total Cost $	Appropriation No.

MATERIAL COST PER CAR: Increased $ Decreased $

DIRECT PRODUCTION LABOR COST PER CAR: Increased $ Decreased $

MODELS AND QUANTITIES REQUIRED

Affected by this Change — NOT affected

'56 J rev

NOT APPROVED

PART NUMBERS			PART NAME
Cancel	Release/Reinstate	Change	

R'd MAR - 5 A.M. ENG. DEPT.

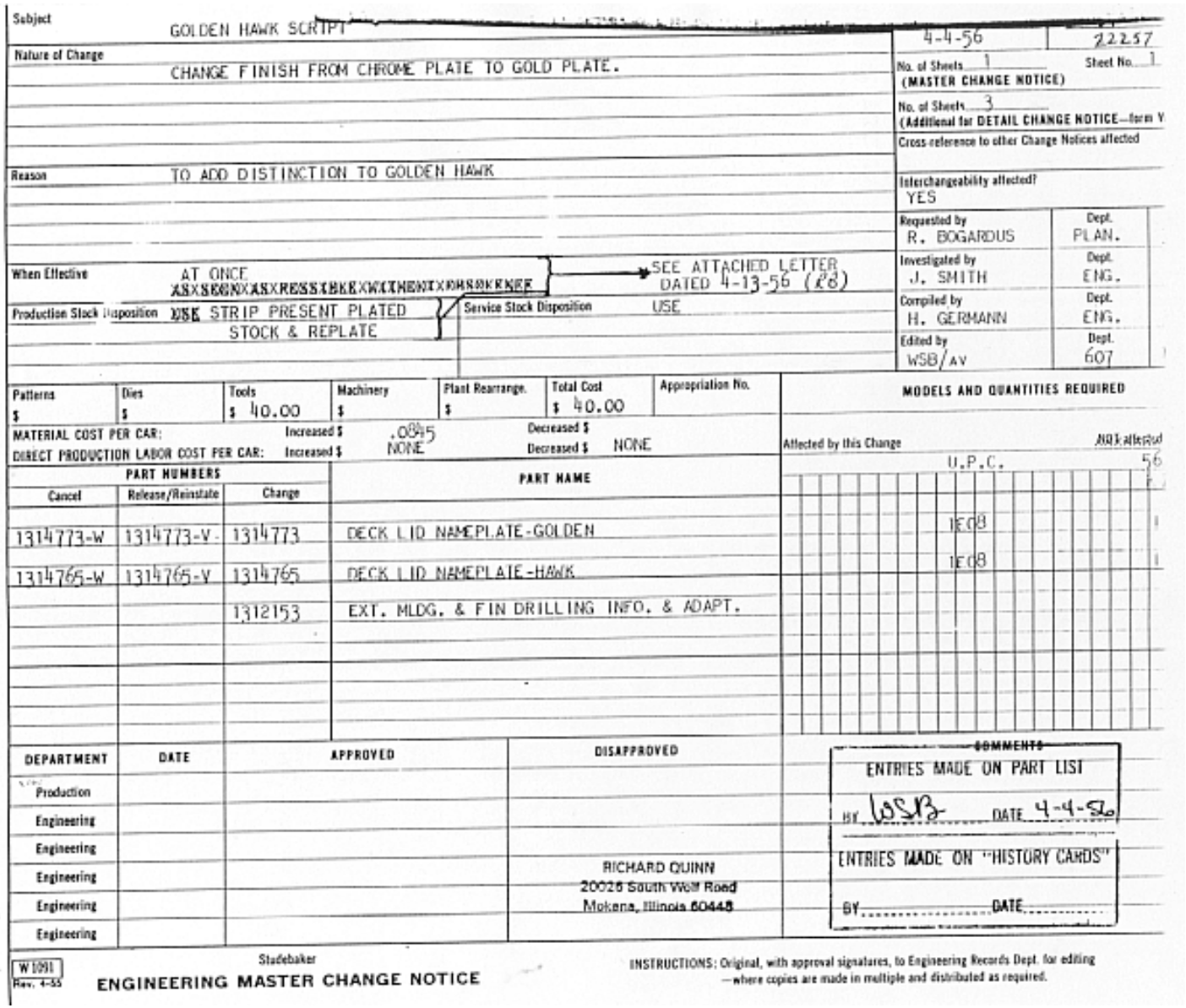
DEPARTMENT	DATE	APPROVED	DISAPPROVED	COMMENTS
Production				
Engineering	3/2/56		R. Wilson - J. L. Wingo	per Bogardus' letter of 1-27
Engineering				
Engineering				
Engineering				
Engineering				

W 1091 Rev. 4-55

Studebaker

ENGINEERING MASTER CHANGE NOTICE

INSTRUCTIONS: Original, with approval signatures, to Engineering Records Dept. for editing —where copies are made in multiple and distributed as required.



Subject: GOLDEN HAWK SCRIPT

Nature of Change: CHANGE FINISH FROM CHROME PLATE TO GOLD PLATE.

Reason: TO ADD DISTINCTION TO GOLDEN HAWK

When Effective: AT ONCE

Production Stock Disposition: USE STRIP PRESENT PLATED STOCK & REPLATE

Service Stock Disposition: USE

SEE ATTACHED LETTER DATED 4-13-56 (28)

4-4-56 | 22257

No. of Sheets 1 Sheet No. 1 (MASTER CHANGE NOTICE)

No. of Sheets 3 (Additional for DETAIL CHANGE NOTICE—form V)

Cross-reference to other Change Notices affected:

Interchangeability affected? YES

Requested by	Dept.
R. BOGARDUS	PLAN.
Investigated by	Dept.
J. SMITH	ENG.
Compiled by	Dept.
H. GERMANN	ENG.
Edited by	Dept.
WSB/AV	607

Patterns	Dies	Tools	Machinery	Plant Rearrange.	Total Cost	Appropriation No.
$	$	$ 40.00	$	$	$ 40.00	

MATERIAL COST PER CAR: Increased $ .0845 Decreased $

DIRECT PRODUCTION LABOR COST PER CAR: Increased $ NONE Decreased $ NONE

PART NUMBERS Cancel	Release/Reinstate	Change	PART NAME
1314773-W	1314773-V	1314773	DECK LID NAMEPLATE-GOLDEN
1314765-W	1314765-V	1314765	DECK LID NAMEPLATE-HAWK
		1312153	EXT. MLDG. & FIN DRILLING INFO. & ADAPT.

MODELS AND QUANTITIES REQUIRED

Affected by this Change — Not affected

U.P.C. 56

1E08

1E08

DEPARTMENT	DATE	APPROVED	DISAPPROVED
Production			
Engineering			
Engineering			
Engineering			RICHARD QUINN 20026 South Wolf Road Mokena, Illinois 60448
Engineering			
Engineering			

COMMENTS

ENTRIES MADE ON PART LIST

BY WSB DATE 4-4-56

ENTRIES MADE ON "HISTORY CARDS"

BY ..... DATE .....

W 1091 Rev. 4-55

Studebaker

ENGINEERING MASTER CHANGE NOTICE

INSTRUCTIONS: Original, with approval signatures, to Engineering Records Dept. for editing —where copies are made in multiple and distributed as required.

Studebaker Division

To: R. Biddle Location: Eng. Records Date: April 12, 1956

From: L.H. Lein Location: Body Engineering

Subject: TRANSACTION #22257

CC-Messrs: E.A. Houghton
E.J. Hardig

Please refer to Transaction #22257, dated March 26th, and make the following changes:

Change When Effective from "As soon as possible without obsolence"
To - "At Once."

Change Production Stock Disposition from "Use"
To - "Strip present plated stock and replate."

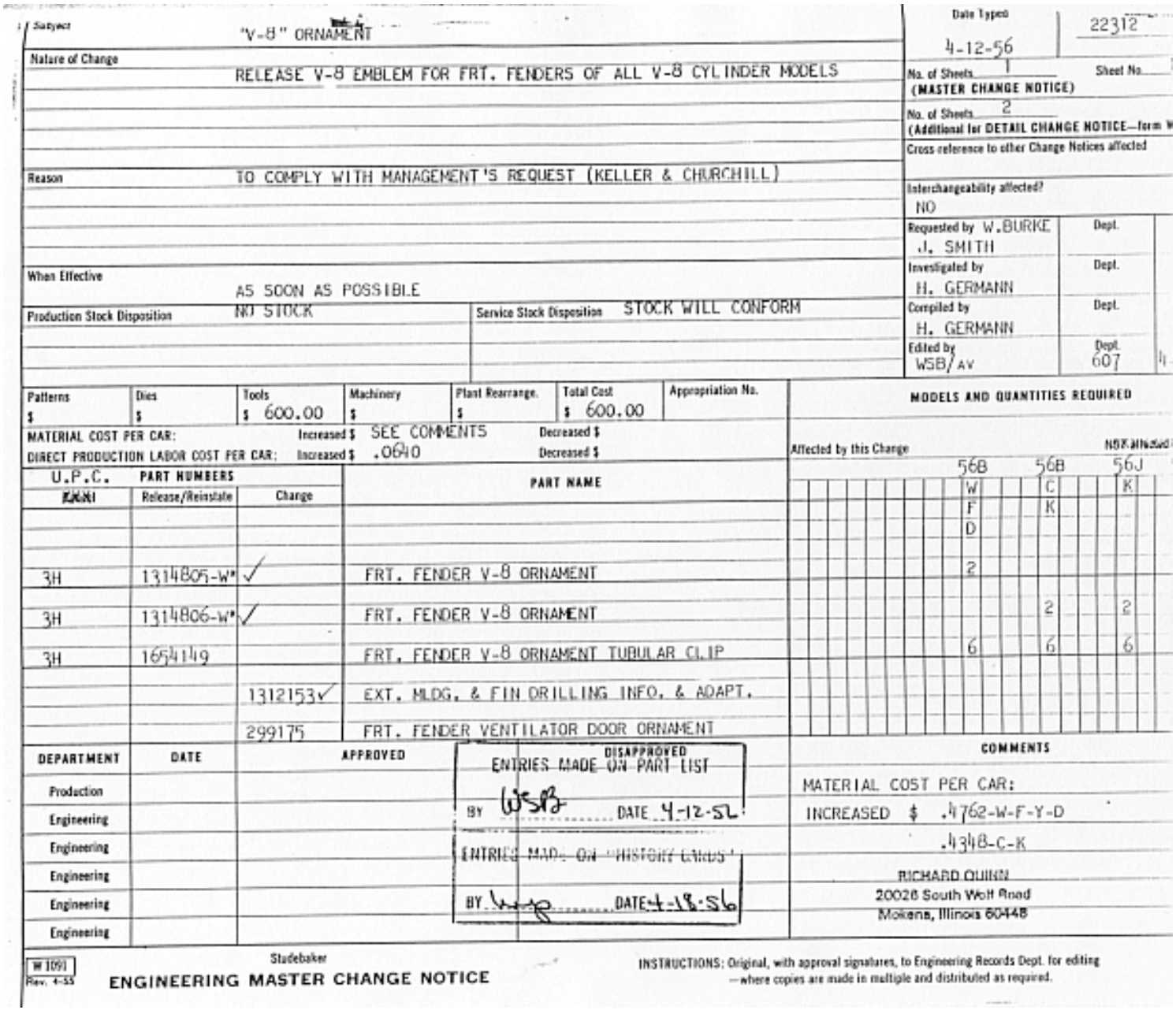
Requested by - Mr. E.J. Hardig.

L.H. LEIN

L.H. Lein

em

RICHARD QUINN
20028 South Wolf Road
Mokena, Illinois 60448



Subject: "V-8" ORNAMENT

Date Typed: 4-12-56 | 22312

Nature of Change: RELEASE V-8 EMBLEM FOR FRT. FENDERS OF ALL V-8 CYLINDER MODELS

No. of Sheets: 1 (MASTER CHANGE NOTICE) | Sheet No.

No. of Sheets: 2 (Additional for DETAIL CHANGE NOTICE—form W

Cross reference to other Change Notices affected:

Reason: TO COMPLY WITH MANAGEMENT'S REQUEST (KELLER & CHURCHILL)

Interchangeability affected? NO

When Effective: AS SOON AS POSSIBLE

Requested by W.BURKE / J. SMITH — Dept.

Investigated by H. GERMANN — Dept.

Compiled by H. GERMANN — Dept.

Edited by WSB/AV — Dept. 607

Production Stock Disposition: NO STOCK

Service Stock Disposition: STOCK WILL CONFORM

Patterns $	Dies $	Tools $	Machinery $	Plant Rearrange. $	Total Cost $	Appropriation No.
		600.00			600.00	

MATERIAL COST PER CAR: Increased $ SEE COMMENTS Decreased $

DIRECT PRODUCTION LABOR COST PER CAR: Increased $ .0640 Decreased $

U.P.C.	PART NUMBERS Release/Reinstate	Change	PART NAME
3H	1314805-W*	✓	FRT. FENDER V-8 ORNAMENT
3H	1314806-W*	✓	FRT. FENDER V-8 ORNAMENT
3H	1654149		FRT. FENDER V-8 ORNAMENT TUBULAR CLIP
		1312153✓	EXT. MLDG. & FIN DRILLING INFO. & ADAPT.
		299175	FRT. FENDER VENTILATOR DOOR ORNAMENT

MODELS AND QUANTITIES REQUIRED

Affected by this Change — NOT affected

56B W	56B C	56J K
F	K	
D		
2		
	2	2
6	6	6

DEPARTMENT	DATE	APPROVED
Production		
Engineering		
Engineering		
Engineering		
Engineering		
Engineering		

DISAPPROVED
ENTRIES MADE ON PART LIST
BY WSB DATE 4-12-56
ENTRIES MADE ON "HISTORY CARDS"
BY [illegible] DATE 4-18-56

COMMENTS

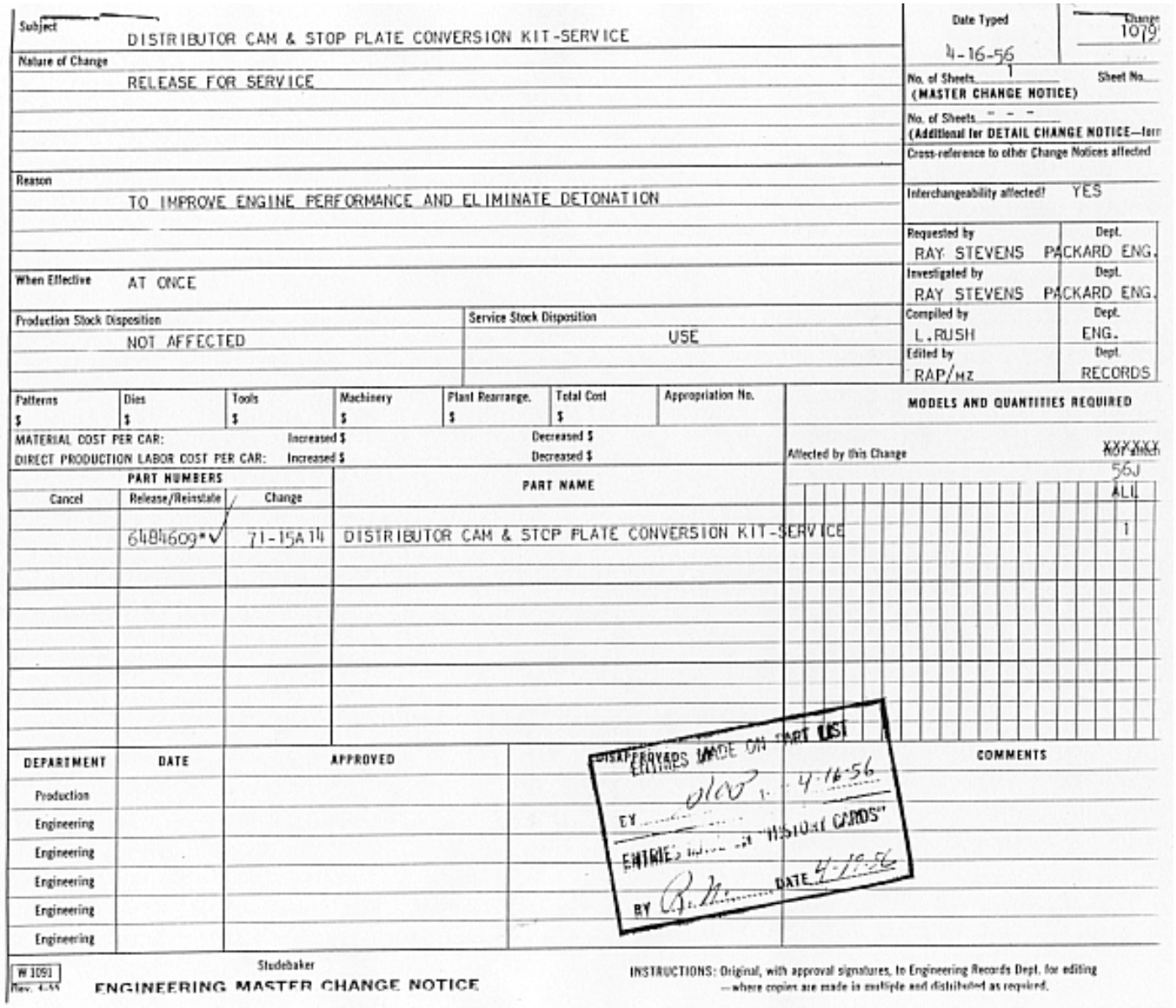
MATERIAL COST PER CAR:
INCREASED $ .4762-W-F-Y-D
.4348-C-K

RICHARD QUINN
20026 South Wolf Road
Mokena, Illinois 60448

W 1091 Rev. 4-55

Studebaker
ENGINEERING MASTER CHANGE NOTICE

INSTRUCTIONS: Original, with approval signatures, to Engineering Records Dept. for editing —where copies are made in multiple and distributed as required.



Subject: DISTRIBUTOR CAM & STOP PLATE CONVERSION KIT-SERVICE

Date Typed: 4-16-56 | Change: 1079

Nature of Change: RELEASE FOR SERVICE

No. of Sheets: 1 | Sheet No.

(MASTER CHANGE NOTICE)

No. of Sheets: - - -

(Additional for DETAIL CHANGE NOTICE—for

Cross-reference to other Change Notices affected

Reason: TO IMPROVE ENGINE PERFORMANCE AND ELIMINATE DETONATION

Interchangeability affected? YES

When Effective: AT ONCE

Requested by	Dept.
RAY STEVENS	PACKARD ENG.
Investigated by	Dept.
RAY STEVENS	PACKARD ENG.
Compiled by	Dept.
L.RUSH	ENG.
Edited by	Dept.
RAP/HZ	RECORDS

Production Stock Disposition: NOT AFFECTED

Service Stock Disposition: USE

Patterns	Dies	Tools	Machinery	Plant Rearrange.	Total Cost	Appropriation No.
$	$	$	$	$	$	

MATERIAL COST PER CAR: Increased $ Decreased $

DIRECT PRODUCTION LABOR COST PER CAR: Increased $ Decreased $

MODELS AND QUANTITIES REQUIRED

Affected by this Change: XXXXX Not affected 56J ALL

PART NUMBERS			PART NAME	
Cancel	Release/Reinstate	Change		
	6484609*✓	71-15A14	DISTRIBUTOR CAM & STOP PLATE CONVERSION KIT-SERVICE	1

DISAPPROVALS MADE ON "PART LIST" ENTRIES
CY 0100 4-16-56
ENTRIES ON "ILLUSTRATED CARDS"
BY R.H. DATE 4-16-56

DEPARTMENT	DATE	APPROVED	COMMENTS
Production			
Engineering			
Engineering			
Engineering			
Engineering			
Engineering			

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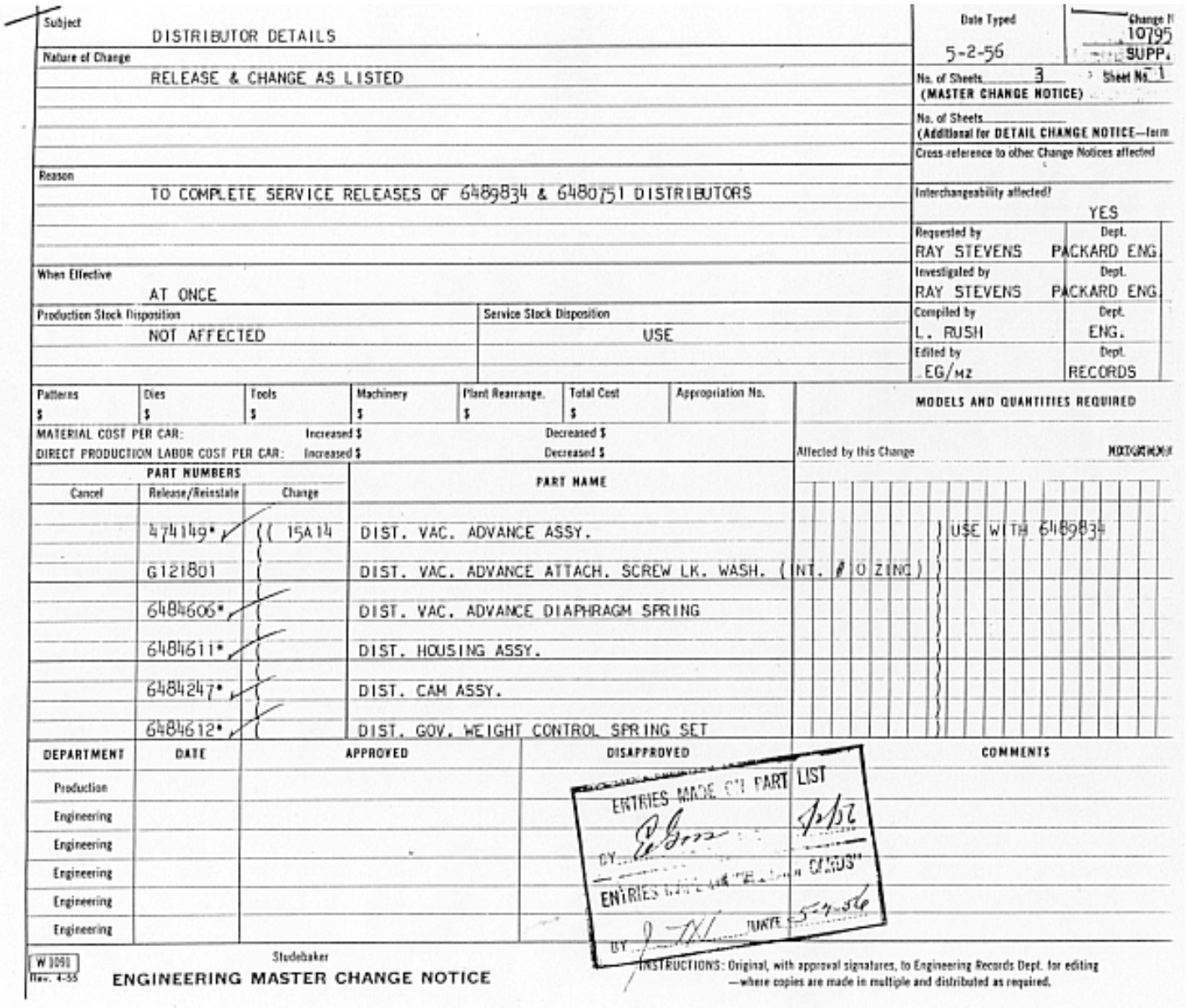
Studebaker

ENGINEERING MASTER CHANGE NOTICE

INSTRUCTIONS: Original, with approval signatures, to Engineering Records Dept. for editing —where copies are made in multiple and distributed as required.



Subject: DISTRIBUTOR DETAILS

Nature of Change: RELEASE & CHANGE AS LISTED

Reason: TO COMPLETE SERVICE RELEASES OF 6489834 & 6480751 DISTRIBUTORS

When Effective: AT ONCE

Production Stock Disposition: NOT AFFECTED

Service Stock Disposition: USE

Date Typed: 5-2-56

Change No.: 10795 SUPP.

No. of Sheets: 3 Sheet No. 1 (MASTER CHANGE NOTICE)

No. of Sheets: (Additional for DETAIL CHANGE NOTICE—form)

Cross-reference to other Change Notices affected:

Interchangeability affected? YES

Requested by	Dept.
RAY STEVENS	PACKARD ENG.
Investigated by	Dept.
RAY STEVENS	PACKARD ENG.
Compiled by	Dept.
L. RUSH	ENG.
Edited by	Dept.
EG/MZ	RECORDS

Patterns $	Dies $	Tools $	Machinery $	Plant Rearrange. $	Total Cost $	Appropriation No.

MATERIAL COST PER CAR: Increased $ Decreased $

DIRECT PRODUCTION LABOR COST PER CAR: Increased $ Decreased $

MODELS AND QUANTITIES REQUIRED

Affected by this Change

PART NUMBERS			PART NAME	
Cancel	Release/Reinstate	Change		
	474149*	((15A14	DIST. VAC. ADVANCE ASSY.	USE WITH 6489834
	G121801		DIST. VAC. ADVANCE ATTACH. SCREW LK. WASH. (INT. #10 ZINC)	
	6484606*		DIST. VAC. ADVANCE DIAPHRAGM SPRING	
	6484611*		DIST. HOUSING ASSY.	
	6484247*		DIST. CAM ASSY.	
	6484612*		DIST. GOV. WEIGHT CONTROL SPRING SET	

DEPARTMENT	DATE	APPROVED	DISAPPROVED	COMMENTS
Production				
Engineering				
Engineering				
Engineering				
Engineering				
Engineering				

ENTRIES MADE ON PART LIST
BY [signature] DATE 5-7-56
ENTRIES MADE ON "CARDEX"
BY [signature] DATE 5-4-56

W 1091 Rev. 4-55

Studebaker

ENGINEERING MASTER CHANGE NOTICE

INSTRUCTIONS: Original, with approval signatures, to Engineering Records Dept. for editing —where copies are made in multiple and distributed as required.

STUDEBAKER-PACKARD CORPORATION — STUDEBAKER DIVISION

To — Mr. R. B. Bender — Location General Service Dept. — Date — April 23, 1956

From — Mr. H. M. Williams — Location Service Engineering Dept.

Subject: — #6484609 — Distributor Cam and Stop Plate Conversion Kit.

cc: Messrs. — W. F. Gehle, E. J. Challinor, W. J. Moeller, M. L. Weaver, M. J. VanVreede, J. F. Wilson, Henry Bullock, H. N. Kyser, J. Soelch, W. W. Liebig, J. M. Wilder, A. D. Whitmer, W. R. Petty, K. D. Berry, R. L. Wilson, B. G. Fontenau, C. A. Holmes, C. H. Scott

— Engineering Transaction 10795 releases the above kit for use on all 56J engines where required. We are informed by the Packard Division that installation of this kit will stop detonation complaints providing the gasoline used has a reasonable octane rating. I refer you to Packard Service Bulletin 56T-14, Dealer 11, Dated April 3, 1956 for complete installation instructions.

— The above kit includes a name plate which should be installed in place of the current plate which states that the distributor is an Auto-Lite No. IBJ-4001C. The new plate revises the model number to IBJ-4001E.

— The Parts Department should obtain a small stock of 6484609.

— H. M. WILLIAMS

— :grm

SASCO, Inc.

May 13, 1969

Mr. Roscoe C. Stelford, Jr.
R. R. #1, Box 146
Hampshire, Illinois 60140

Dear Sir:

In 1956 a conversion kit was contemplated converting the 1956 Golden Hawk to a Jet Streak engine. However, this kit never was released for sale. The kit was a combination of Studebaker and Packard parts. The Studebaker parts never were purchased and are not available. Attached is a list of the parts which will give you an idea of what was involved.

We did not install a 374 cu. in. engine in the Golden Hawk. Our largest engine on the car was 352 cu. in. A cylinder block assembly fitted with pistons, pins and rings is available for the 56J.

Thank you for writing and giving us the opportunity to offer our assistance.

Very truly yours,

C. B. Thompson

Technical Service Operation
SASCO, Inc.

CBThompson-hb

This item was submitted by member Roscoe Stelford after the *Guide* was sent to the printer. I felt it was worth including as part of the Supporting Documentation Section.

WEST ECKMAN STREET • SOUTH BEND, INDIANA 46624 • AREA 219/288-9111
A Subsidiary of Studebaker Corporation

1541805

541805 Not Available

NO DRAWING

Consists of:

1 -	1541800	Jet Streak Camshaft Kit - As Purch.
1 -	1541801	Jet Streak Distributor Assy.
1 -	1541802	Jet Streak Ign. Coil Assy.
2 -	G110710	Jet Streak Ign. Coil to Dash Attach. Screw
2 -	437075	Jet Streak Ign. Coil to Dash Insulator
2 -	G120392	Jet Streak Ign. Coil to Dash Pl. Washer
1 -	1541803	Jet Streak Ign. Coil Primary Resistor Assy.
2 -	1541804	Jet Streak Carb. Air Cleaner Assy.
1 -	440061	Camshaft Timing Chain Cover Gasket
2 -	6460211	Inlet Manifold Gasket
2 -	440504	Rocker Arm Cover Gasket
1 -	440363	Valve Lifter Cover Gasket
1 -	440657	Inlet Manifold Assy.
1 -	476010	Carburetor Assy. - Front
1 -	476011	Carburetor Assy. - Rear
8 -	G121927	Carburetor Mast. Stud Nut
8 -	G103320	Carburetor Mast. Stud Lk. Washer
2 -	440613	Carburetor Gasket
1 -	536720-S	Carburetor Air Cleaner to Carb. Stud
1 -	G146212	Carburetor Air Cleaner to Carb. Stud Wing Nut
2 -	473070	Carburetor Air Cleaner to Carb. Gasket
1 -	440906	Valve Lifter Cover
1 -	476207	Carb. Choke Housing Shield
1 -	476028	Inlet Manifold Shield Assy.
1 -	440997	Choke Heat Tube Assy.
1 -	440998	Choke Heat Tube Insulator
2 -	G113123	Choke Heat Tube Elbow
1 -	473100	Gas Filter to Rear Carburetor Fuel Pipe Assy.
1 -	473101	Gas Filter to Front Carburetor Fuel Pipe Assy.
2 -	G137122	Carb. Fuel Pipe Elbow
1 -	G175205	Gas Filter to Carb. Fuel Pipe Tee
1 -	473102	Fuel Pump to Gas Filter Pipe Assy.
1 -	473104	Distributor to Carb. Vacuum Pipe Assy.
1 -	473167	Carb. Throttle Valve Conn. Rod
1 -	473168	Carb. Throttle Valve Conn. Rod Swivel
1 -	473169	Carb. Throttle Valve Conn. Rod Pin
2 -	473147	Carb. Throttle Valve Conn. Rod Pin Clip
2 -	G120613	Carb. Throttle Valve Conn. Rod Swivel Nut

SECTION 7

MISCELLANEOUS ITEMS

The remaining pages are included and thus complete *The 1956 Studebaker Golden Hawk Authenticity Guide*. I hope the *Guide* has been of value and that it will continue to provide help in the future for anyone interested in this one of a kind model.

Included in this section:

A list of the members and former members who participated in the survey I conducted over the past few years. The results were weighed against other sources to help determine the most accurate answer to the various questions.

A few forms which I designed to help each owner document the items on his or her car. The top portion is patterned after the original production order form and the lower area lists the most common accessories.

The serial, body, and engine numbers along with the final assembly date and destination of all the 1956 Golden Hawks exported (including Canada). These were located through the original production orders. My totals do not agree with other published sources, but these are the only ones I could find thus far.

Most reports indicate a total of 51 cars shipped to Canada, but I could only find 49. Serial # 6032229 was originally destined for Hamilton, Ontario, however the destination was crossed out and a destination of Murray, Utah was written in.

Most reports I've seen show a total of 241 exports, but I can only account for 239. Serial # 6033430 was originally scheduled for export with a destination of United States Misc. A note on the production order for this car says to divert to domestic, change to American Speedometer.

If these two cars were included in the Canada and export totals, that would explain part of the discrepancy.

QUESTIONNAIRE PARTICIPANTS

Thanks to the following members and former members who took the time to complete the questionnaire which was used to compile some of the information in this *Guide*.

CLAES ANTONSSON GOTHENBURG SWEDEN

EDWARD ROSS BALL JR. LORENA, TEXAS
MICHAEL J. BARANY GLENDALE, ARIZONA
JACK BEASLEY EAST ELLIJAY, GEORGIA
JAMES BEATTY LOVELAND, OHIO
JIM J. BELLA NORTH LIBERTY, INDIANA
DENVER W. BERKEBILE WINDBER, PA.
KEN BERRY ROUND ROCK, TEXAS
DON BICE MILFORD, INDIANA
AL BONCHI SR. ALIQUIPPA, PENNSYLVANIA
GORDON BOWERMAN NENANA, ALASKA

GARY W. CAPWELL SALEM, OREGON
RANDY CAVOLI PITTSGROVE, NEW JERSEY
RICHARD A. CLARK LEBANON, NEW HAMPSHIRE
CARL F. CURTIS BURLINGAME, CALIFORNIA

WILLIAM R. DICKERSON DUNDALK, MARYLAND
BOB DIETZLER SIMI VALLEY, CALIFORNIA

JIMMIE A. FACKLAM LENEXA, KANSAS
GEOFFREY C. FORS MONTEREY, CALIFORNIA
BETTY C. FRENCH COCHRAN, GEORGIA

JOHN P. GARIS GRANGER, INDIANA
DON H. GIRVAN MONCTON, NEW BRUNSWICK
BILL GLASS VALHALLA, NEW YORK
TERRELL GOODSPEED SAN ANTONIO, TEXAS
KEITH GROSS HOLBROOK ARIZONA

BRENT HAGEN PORTLAND, OREGON
ANDREW HAMILTON MOUNT HOPE, ONTARIO
H. DAVID HARRIS CRYSTAL LAKE, ILLINOIS
CHARLES HARRISON HOUSTON, TEXAS
ARTHUR W. HETTINGER BERNVILLE, PENNSYLVANIA
THOMAS HLUSIK BERLIN, NEW JERSEY
FRANK HUNTER NORTHUMBERLAND, PENNSYLVANIA

DOUGLAS B. JACKMAN MUSCATINE, IOWA
LUTHER JACKSON RUSKIN, FLORIDA
DWAYNE JACOBSON STEVENS POINT, WISCONSIN
DEBRA JAMES LANHAM, MARYLAND
BRUCE JAMISON HOUSTON, TEXAS
STANLEY JASON PINE, ARIZONA
ELMER JOHNSON BOZEMAN, MONTANA
JERRY JOHNSON N. BEND, WASHINGTON
LEIF JULIUSSEN GLENDORA, CALIFORNIA

RICHARD KAUFMANN TUCSON, ARIZONA
ROBERT KNOPP RIDLEY PARK, PENNSYLVANIA
EUGENE KORDYBAN DETROIT, MICHIGAN
STANLEY C. KROHN SEATTLE, WASHINGTON
CARL P. KUMMER WINTER PARK, FLORIDA

BILL LADROGA HOLDEN, MASSACHUSETTS
CHUCK LAMPMAN KENNESAW, GEORGIA
WAYNE LEDUCHOWSKI WINNIPEG, MANITOBA
BOB LEHMAN EL PASO, TEXAS
ROBERT K. LOWRY DALLAS, TEXAS
JIM LUCAS AUGUSTA, KANSAS

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HARRY K. MOSELEY BAXLEY, GEORGIA

SCOTT OGLEVIE ORANGE, CALIFORNIA
PETER OLMSTEAD GRANDVIEW, WASHINGTON

ROBERT PALMER SARASOTA, FLORIDA
DAN PARKER BETTENDORF, IOWA
JOE PARTON CARRIER MILLS, ILLINOIS
ROBERT G. POTTER BRENTWOOD, CALIFORNIA

JOHN W. RAISES PLATTSMOUTH, NEBRASKA
ERIC ROBINSON GIBSON'S, BRITISH COLUMBIA

FELIPE SANTANA CABO ROJO, PUERTO RICO
PATRICK SCHAFER PHILO, CALIFORNIA
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CHARLES R. SLOUGH GRATIS, OHIO
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JOHN TURNER WELCHES, OREGON

DON WAGNER YACHATS, OREGON
DAVID H. WALKER CHESNEE, SOUTH CAROLINA
ROBERT L. WEBER ALBANY, OREGON
LARRY R. WEIDNER MENOMONIE, WISCONSIN
RONALD E. WENGER CHAMBERSBURG, PENNSYLVANIA
HEWITT WHELESS LONGVIEW, TEXAS
GARY H. WILLOUGHBY PARIS, TENNESSEE
JIM WILSON ALTAMONT, NEW YORK
ABRAM S. WITMER EPHRATA, PENNSYLVANIA
WILLIAM C WOLFE JEANNETTE, PENNSYLVANIA
OWEN WOOD WEST CHAZY, NEW YORK

1956 GOLDEN HAWKS SENT TO CANADA

SERIAL	BODY	ENGINE	FINAL ASSEMBLY DATE	DATE SHIPPED	DESTINATION
6030094	189	S1015	11/04/55	11/08/55	HAMILTON ONT CANADA
6030581	839	S1089	12/05/55	12/06/55	WINDSOR ONTARIO
6030586	832	S1493	12/05/55	12/06/55	WINDSOR ONTARIO
6030753	1046	S1177	12/12/55	12/13/55	WINDSOR ONTARIO
6031194	1563	S2294	01/11/56	01/17/56	HAMILTON ONT CANADA
6031200	1564	S2015	01/11/56	01/17/56	HAMILTON ONT CANADA
6031202	1568	S2304	01/11/56	01/16/56	HAMILTON ONT CANADA
6031230	1575	S2498	01/12/56	01/16/56	HAMILTON ONT CANADA
6031233	1581	S2459	01/12/56	01/16/56	HAMILTON ONT CANADA
6031261	1573	K1201	01/13/56	01/17/56	HAMILTON ONT CANADA
6031276	1627	S2587	01/13/56	01/24/56	HAMILTON ONT CANADA
6031340	1685	S2739	01/17/56	01/25/56	HAMILTON ONT CANADA
6031468	1762	S2528	01/17/56	01/19/56	HAMILTON ONT CANADA
6031524	1898	S2903	01/23/56	01/27/56	HAMILTON ONT CANADA
6031532	1915	S2838	01/24/56	01/27/56	HAMILTON ONT CANADA
6031553	1935	S2929	01/24/56	01/30/56	HAMILTON ONT CANADA
6031578	1942	S2965	01/25/56	01/27/56	HAMILTON ONT CANADA
6031749	2175	S2928	02/02/56	02/06/56	HAMILTON ONT CANADA
6031770	2187	S3065	02/02/56	02/06/56	HAMILTON ONT CANADA
6031801	2184	S3038	02/06/56	02/07/56	HAMILTON ONT CANADA
6031812	2160	S3140	02/07/56	02/08/56	HAMILTON ONT CANADA
6032028	2494	S3259	02/21/56	02/22/56	HAMILTON ONT CANADA
6032035	2498	S3078	02/21/56	02/23/56	HAMILTON ONT CANADA
6032041	2497	S3113	02/22/56	02/23/56	HAMILTON ONT CANADA
6032046	2477	S3551	02/23/56	/ /	HAMILTON ONT CANADA
6032058	2501	S3177	02/22/56	02/23/56	HAMILTON ONT CANADA
6032068	2489	S3151	02/22/56	02/23/56	HAMILTON ONT CANADA
6032082	2531	S3153	02/23/56	02/27/56	HAMILTON ONT CANADA
6032124	2552	S2857	02/24/56	02/28/56	HAMILTON ONT CANADA
6032126	2574	S2856	02/24/56	02/28/56	HAMILTON ONT CANADA
6032145	2522	S3229	02/24/56	02/29/56	HAMILTON ONT CANADA
6032209	2641	S3019	03/05/56	03/06/56	HAMILTON ONT CANADA
6032282	2754	S3558	03/13/56	03/14/56	HAMILTON ONT CANADA
6032295	2782	S3188	03/14/56	03/14/56	HAMILTON ONT CANADA
6032352	2894	S3692	03/15/56	03/16/56	HAMILTON ONT CANADA
6032381	2925	S3513	03/16/56	03/19/56	HAMILTON ONT CANADA
6032386	2938	K1442	03/16/56	03/19/56	HAMILTON ONT CANADA
6032454	2911	S3723	03/21/56	03/21/56	HAMILTON ONT CANADA
6032465	3004	S3797	03/22/56	03/23/56	HAMILTON ONT CANADA
6032498	3008	S3726	03/23/56	04/17/56	HAMILTON ONT CANADA
6032678	3149	K1550	04/10/56	04/19/56	HAMILTON ONT CANADA
6032682	3231	K1552	04/11/56	04/19/56	HAMILTON ONT CANADA
6032689	3242	S3816	04/11/56	04/12/56	HAMILTON ONT CANADA
6032762	3291	K1548	04/17/56	04/23/56	HAMILTON ONT CANADA DETROIT VI
6032804	3244	S3821	04/23/56	04/24/56	HAMILTON ONT CANADA
6032989	3497	S4085	05/15/56	05/15/56	HAMILTON ONT CANADA
6033008	3584	S4077	05/16/56	05/17/56	HAMILTON ONT CANADA
6033011	3589	S4078	05/16/56	05/17/56	HAMILTON ONT CANADA
6033067	3679	S4100	05/25/56	05/25/56	HAMILTON ONT CANADA

TOTAL = 49

NOTE: Some sources set the number of 1956 Golden Hawk shipped to Canada as 51. I have only been able to account for 49. One car, serial number 6032229 was diverted from Hamilton, Ontario to Murray, Utah.

1956 GOLDEN HAWKS EXPORTS

SERIAL	BODY	ENGINE	INST BOOK	FINAL ASSEMBLY DATE	DESTINATION	
6030003	0	S1554	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030004	0	S1565	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030005	0	S1566	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030006	0	S1567	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030007	0	S1588	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030008	0	S1590	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030009	0	S1592	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030010	0	S1593	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030011	0	S1636	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030012	0	S1688	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030013	0	S1689	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030014	0	S1693	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030015	0	S1695	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030016	0	S1698	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030017	0	S1703	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030018	0	S1789	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030019	0	S1801	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030020	0	S1810	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030021	0	S1817	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030022	0	S1818	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030023	0	S1819	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030024	0	S1820	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030025	0	S1831	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030026	0	S1832	FRENCH	11/22/55	BRUSSELS, BELGIUM	LOT 25
6030034	99	S1066	FREN	11/01/55	BRUSSELS, BELGIUM	
6030063	0	S1004	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030064	0	S1007	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030065	0	S1016	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030066	0	S1018	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030067	0	S1019	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030068	0	S1020	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030069	0	S1022	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030070	0	S1023	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030071	0	S1028	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030072	0	S1031	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030073	0	S1033	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030074	0	S1034	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030075	0	S1036	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030076	0	S1042	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030077	0	S1043	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030078	0	S1044	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030079	0	S1045	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030080	0	S1048	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030081	0	S1074	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030082	0	S1439	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030083	0	S1440	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030084	0	S1459	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030085	0	S1477	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030086	0	S1478	SPANISH	11/05/55	MEXICO CITY, MEXICO	
6030105	198	K1003	ENG	11/07/55	VADUZ LIECHTENSTEIN	

1956 GOLDEN HAWKS EXPORTS

SERIAL	BODY	ENGINE	INST BOOK	FINAL ASSEMBLY DATE	DESTINATION
6030130	0	K1036	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030131	0	K1037	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030132	0	K1043	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030133	0	K1052	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030134	0	K1053	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030135	0	K1064	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030136	0	S1003	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030137	0	S1010	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030138	0	S1012	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030139	0	S1014	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030140	0	S1026	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030141	0	S1030	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030142	0	S1520	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030143	0	S1548	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030144	0	S1617	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030145	0	S1778	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030146	0	S1782	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030147	0	S1868	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030148	0	K1029	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030149	0	K1038	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030150	0	K1042	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030151	0	K1044	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030152	0	K1047	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030153	0	K1048	SPANISH	11/11/55	MEXICO CITY, MEXICO
6030159	193	S1653	SPAN	11/10/55	CARACAS VENEZUELA
6030171	253	S1618	ENG	11/10/55	ROME ITALY
6030180	280	S1569	ENG	11/11/55	HONOLULU HAWAII
6030189	294	S1641	SPAN	11/14/55	CARACAS VENEZUELA
6030216	290	S1574	SPAN	11/15/55	CARACAS VENEZUELA
6030268	448	K1073	FREN	11/18/55	LAUSANNE SWITZERLAND
6030276	427	S1816	SPAN	11/19/55	CARACAS VENEZUELA
6030281	446	S1731	SPAN	11/19/55	CARACAS VENEZUELA
6030291	467	S1805	ENG	11/21/55	BASLE SWITZERLAND
6030440	657	S1093	SPAN	11/28/55	CIUDAL TRUJILLO DOM REP
6030579	837	K1O09	ENG	12/05/55	HILO HAWAII
6030601	845	S1950	ENG	12/05/55	BELGIUM MISC
6030630	854	S2012	SPAN	12/06/55	CARACAS VENEZUELA
6030662	928	S2002	ENG	12/07/55	HAVANA, CUBA
6030665	948	S2045	FREN	12/07/55	BERN SWITZERLAND
6030671	972	S2085	SPAN	12/08/55	HAVANA CUBA
6030673	977	S2088	SPAN	12/08/55	PINAR DEL RIO CUBA
6030675	982	S2079	FREN	12/08/55	USUMBURA BELGIAN CONGO
6030677	979	S1985	SPAN	12/08/55	HAVANA CUBA
6030715	992	S1117	ENG	12/09/55	P E TIS
6030719	1019	S1114	FREN	12/09/55	BERN SWITZERLAND
6030724	1024	K1140	ENG	12/10/55	BEYROUTH LEBANON
6030819	1096	S2042	ENG	12/15/55	ZURICH SWITZERLAND
6030826	1120	S1159	SPAN	12/15/55	SAN JUAN PUERTO RICO
6030869	1097	S1289	FREN	12/17/55	PARIS FRANCE
6030889	1198	K1120	ENG	12/19/55	GOTHENBURG SWEDEN

1956 GOLDEN HAWKS EXPORTS

SERIAL	BODY	ENGINE	INST BOOK	FINAL ASSEMBLY DATE	DESTINATION
6030891	1164	S2203	ENG	12/19/55	HONOLULU HAWAII
6030898	1210	K1128	ENG	12/19/55	MALMO SWEDEN
6030911	1186	S1092	FREN	12/19/55	PHNOM PENH CAMBODIA INDO CHINA
6030913	1217	K1145	ENG	12/20/55	STOCKHOLM SWEDEN
6030948	1149	S2291	ENG	12/21/55	BEYROUTH LEBANON
6030968	1239	S2379	FREN	12/23/55	LUGANO SWITZERLAND
6031001	1272	S2391	ENG	12/23/55	CURACAO, N W I
6031029	1361	S1205	FREN	01/05/56	PARIS FRANCE
6031065	1308	S2385	SPAN	12/29/55	LIMA PERU
6031073	1338	S1367	ENG	12/30/55	ZURICH SWITZERLAND
6031074	1297	S2352	ENG	12/30/55	ZURICH SWITZERLAND
6031077	1359	S2244	ENG	01/03/56	ZURICH SWITZERLAND
6031079	1363	S1189	ENG	01/03/56	ZURICH SWITZERLAND
6031097	1380	K1161	FREN	01/07/56	CASABLANCA FRENCH MOROCCO
6031214	1512	K1163	ENG	01/09/56	PANAMA REPUBLIC OF PANAMA
6031219	1483	S2389	FREN	01/09/56	LAUSANNE SWITZERLAND
6031259	1560	S2589	ENG	01/13/56	BASLE SWITZERLAND
6031269	1600	K1204	ENG	01/13/56	STOCKHOLM SWEDEN
6031283	1565	K1172	FREN	01/10/56	CASABLANCA FRENCH MOROCCO
6031284	1566	K1110	FREN	01/10/56	NIDAU BIENNE SWITZERLAND
6031304	1629	S2581	ENG	01/16/56	KUWAIT PERSIAN GULF
6031312	1652	K1224	FREN	01/16/56	TANGIER MOROCCO
6031329	1584	S2652	FREN	01/17/56	LUGANO SWITZERLAND
6031331	1661	S2634	SPAN	01/17/56	HAVANA CUBA
6031333	1675	S2760	FREN	01/17/56	USUMBURA BELGIAN CONGO
6031339	1677	S2737	SPAN	01/17/56	CARACAS VENEZUELA
6031342	1612	S2617	SPAN	01/17/56	CARACAS VENEZUELA
6031354	1688	K1231	SPAN	01/18/56	SAN SALVADOR EL SALVADOR
6031395	1760	K1266	SPAN	01/19/56	GUAYAQUIL ECUADOR
6031398	1756	S2732	FREN	01/19/56	PARIS FRANCE
6031399	1759	S2731	ENG	01/19/56	U.S. MISC.
6031403	1775	S2708	SPAN	01/19/56	CARACAS VENEZUELA
6031404	1764	S2705	FREN	01/19/56	USUMBURA BELGIAN CONGO
6031431	1828	K1234	FREN	01/20/56	LAUSANNE SWITZERLAND
6031432	1832	S2852	SPAN	01/20/56	SAN SALVADOR EL SALVADOR
6031455	1682	S2219	FREN	01/16/56	USUMBURA BELGIAN CONGO
6031461	1736	S2527	SPAN	01/17/56	ICA PERU
6031489	1831	S2504	SPAN	01/20/56	HAVANA CUBA
6031501	1856	S2827	FREN	01/23/56	LAUSANNE SWITZERLAND
6031539	1909	K1257	SPAN	01/24/56	HAVANA CUBA
6031587	1943	S2945	ENG	01/25/56	UNITED STATES MISC
6031645	1986	S2609	FREN	01/27/56	LUGANO SWITZERLAND
6031695	2089	S2584	ENG	01/31/56	ZURICH SWITZERLAND
6031745	2167	S2951	SPAN	02/01/56	LIMA PERU
6031754	2171	S2724	FREN	02/02/56	PARIS FRANCE
6031807	2178	S3085	FREN	02/07/56	PARIS FRANCE
6031866	2243	S3098	SPAN	02/08/56	HAVANA CUBA
6031896	2259	S3637	SPAN	02/13/56	HAVANA CUBA
6031906	2328	S3633	SPAN	02/13/56	SAN SALVADOR EL SALVADOR
6031921	2286	S3629	ENG	02/14/56	FRANKFURT AM MAIN GERMANY

1956 GOLDEN HAWKS EXPORTS

SERIAL	BODY	ENGINE	INST BOOK	FINAL ASSEMBLY DATE	DESTINATION
-6031926	2263	S3237	SPAN	02/14/56	HAVANA CUBA
6031959	2344	S3362	FREN	02/15/56	PARIS FRANCE
6031988	2350	S3476	ENG	02/16/56	UNITED STATES MISC
6032039	2442	S3082	ENG	02/22/56	MILANO ITALY
6032057	2479	S3179	ENG	02/22/56	PANAMA REPUBLIC OF PANAMA
6032156	2624	S2938	SPAN	02/28/56	SAN SALVADOR EL SALVADOR
6032189	2634	K1359	SPAN	02/29/56	SAN SALVADOR EL SALVADOR
6032194	2655	K1405	ENG	03/05/56	STOCKHOLM SWEDEN
6032200	2653	K1390	ENG	03/05/56	STOCKHOLM SWEDEN
6032223	2643	K1476	ENG	03/05/56	GOTHENBURG SWEDEN
6032240	2689	S3121	PORT	03/12/56	LOURENCO MARQUES P E A
6032249	2668	K1438	FREN	03/12/56	LAUSANNE SWITZERLAND
6032252	2670	S3397	ENG	03/12/56	BANGKOK THAILAND
6032292	2795	S3096	SPAN	03/14/56	HAVANA CUBA
6032321	2698	S3712	ENG	03/14/56	NURNBERG GERMANY
6032336	2785	K1504	FREN	03/14/56	CASABLANCA FRENCH MOROCCO
6032351	2690	K1458	FREN	03/15/56	LAUSANNE SWITZERLAND
6032353	2876	S3593	FREN	03/15/56	LUGANO SWITZERLAND
6032358	2907	K1418	FREN	03/15/56	TANGIER MOROCCO
6032387	2886	S3429	ENG	03/16/56	FRANKFURT AM MAIN GERMANY
6032398	2930	S2709	SPAN	03/16/56	MADRID SPAIN
6032413	2900	S2925	FREN	03/16/56	ZURICH SWITZERLAND
6032433	2895	S3689	FREN	03/20/56	LAUSANNE SWITZERLAND
6032464	2984	K1515	SPAN	03/22/56	GUATEMALA MISC
6032473	2983	S3777	FREN	03/22/56	LAUSANNE SWITZERLAND
6032474	2902	K1518	FREN	03/22/56	LUGANO SWITZERLAND
6032488	3002	S3927	ENG	03/23/56	SAN SALVADOR EL SALVADOR
6032506	3053	S3728	SPAN	03/28/56	SAN SALVADOR EL SALVADOR
6032513	3028	K1533	ENG	03/27/56	SUNDSVALL SWEDEN
6032544	3082	K1571	ENG	03/29/56	CALCUTTA INDIA
6032564	3096	S3995	ENG	03/30/56	UNITED STATES MISC
6032648	3155	S3673	FREN	04/05/56	CASABLANCA FRENCH MOROCCO
6032658	3174	S3529	ENG	04/10/56	VADUZ LIECHTENSTEIN
6032666	3204	S3498	ENG	04/10/56	ROME ITALY
6032685	3227	S3823	ENG	04/11/56	ROME ITALY
6032690	3214	K1549	ENG	04/11/56	PANAMA REPUBLIC OF PANAMA
6032696	3199	S3822	ENG	04/11/56	ROME ITALY
6032710	3252	K1635	SPAN	04/12/56	MATAMOROS TAMPS MEXICO
6032716	3206	K1545	ENG	04/12/56	ORANGESTAD ARUBA N W I
6032776	3293	K1538	FREN	04/18/56	LUGANO SWITZERLAND
6032792	3325	K1648	SPAN	04/20/56	HAVANA CUBA
6032794	3317	K1539	ENG	04/20/56	STOCKHOLM SWEDEN
6032795	3285	S3836	FREN	04/20/56	LUGANO SWITZERLAND
6032801	3334	K1551	ENG	04/20/56	GOTHENBURG SWEDEN
6032816	3333	K1541	FREN	04/23/56	BERN SWITZERLAND
6032831	3344	S3835	ENG	04/24/56	UNITED STATES MISC
6032833	3361	K1543	ENG	04/25/56	OKINAWA RYUKYU ISLANDS
6032835	3329	S3834	FREN	04/25/56	PARIS FRANCE
6032836	3321	S3831	ENG	04/25/56	MARACAIBO VENEZUELA
6032839	3273	S4065	ENG	04/25/56	DUSSELDORF GERMANY

1956 GOLDEN HAWKS EXPORTS

SERIAL	BODY	ENGINE	INST BOOK	FINAL ASSEMBLY DATE	DESTINATION
6032841	3367	K1544	SPAN	04/25/56	SAN SALVADOR EL SALVADOR
6032851	3371	K1540	ENG	04/26/56	TEHERAN IRAN
6032860	3364	S3820	ENG	04/26/56	BASLE SWITZERLAND
6032863	3360	S4098	ENG	04/26/56	BASLE SWITZERLAND
6032869	3372	S4094	FREN	04/27/56	PARIS FRANCE
6032878	3373	K1547	SPAN	04/27/56	HAVANA CUBA
6032900	3423	S4096	ENG	05/01/56	THE HAGUE THE NETHERLANDS
6032928	3409	S4059	ENG	05/03/56	ZURICH SWITZERLAND
6032960	3476	S3999	ENG	05/09/56	MILANO ITALY
6032966	3481	S4128	ENG	05/10/56	MILANO ITALY
6032967	3489	K1705	SPAN	05/10/56	SAN SALVADOR EL SALVADOR
6032977	3500	K1542	ENG	05/14/56	GOTHENBURG SWEDEN
6032993	3573	S4088	ENG	05/15/56	UNITED STATES MISC
6032994	3583	K1704	ENG	05/15/56	STOCKHOLM SWEDEN
6033009	3595	S4087	FREN	05/16/56	PARIS FRANCE
6033019	3604	S4075	SPAN	05/16/56	CARACAS VENEZUELA
6033020	3602	S4076	SPAN	05/16/56	CARACAS VENEZUELA
6033030	3608	S4072	SPAN	05/22/56	CARACAS VENEZUELA
6033034	3628	K1708	SPAN	05/22/56	HAVANA CUBA
6033035	3625	S4081	SPAN	05/22/56	HAVANA CUBA
6033051	3621	S4084	ENG	05/23/56	HONOLULU HAWAII
6033057	3634	S4090	ENG	05/24/56	ZURICH SWITZERLAND
6033065	3682	S4089	ENG	05/25/56	AGANA GUAM
6033068	3685	S4095	SPAN	05/25/56	PANAMA REPUBLIC OF PANAMA
6033086	3651	S4080	ENG	06/13/56	UNITED STATES MISC
6033091	3640	S4086	ENG	06/14/56	UNITED STATES MISC
6033092	3692	S3268	ENG	06/14/56	ST THOMAS VIRGIN ISLANDS
6033093	3666	S3909	FRENCH	06/14/56	TANGIER, MOROCCO
6033110	3710	S4082	SPAN	06/19/56	HAVANA CUBA
6033129	3718	K1709	ENG	06/20/56	BAHRAIN ISLANDS
6033139	3689	S4093	SPAN	06/21/56	MARACAIBO VENEZUELA
6033188	3776	K1900	ENG	07/10/56	FRANKFURT AM MAIN GERMANY
6033205	3783	S4130	FREN	07/13/56	PARIS FRANCE
6033380	3998	S4071	ENG	08/10/56	UNITED STATES MISC
6033384	3991	S4074	ENG	08/10/56	LONDON, ENGLAND
6033385	3893	S4073	FREN	08/10/56	PARIS FRANCE
6033388	3954	S4311	FREN	08/10/56	PARIS FRANCE
6033446	3888	S4067	ENG	08/14/56	NURNBERG GERMANY
6033457	4034	S3746	ENG	08/14/56	NURNBERG GERMANY

TOTAL = 239

NOTE: Some sources set the number of 1956 Golden Hawk exports as 241. I have only been able to account for 239. Serial Number 6033430 was originally destined for export to UNITED STATES MISC, but was diverted to domestic.

DATE TO SHIP	DATE WRITTEN	SALES ORDER NO.	ITEM	QUAN.	INST. BOOK	LINE NO.	FACTORY ORDER NO	SERIAL NO.
								603_____

DESTINATION

SHIP VIA

DESCRIPTION OF UNIT AND EQUIPMENT

ZONE CODE

ENGINE NUMBER

BODY NUMBER

IGN. KEY NUMBER

TRUNK KEY NUMBER

FINAL ASSY. DATE

DATE SHIPPED

INVOICE NUMBER

INSTRUCTIONS: Prepared by Car Order Dept.
distribute as required

PAINT (P56XX) P56____ _____

TRIM _____ POWER SEAT (18) ___ POWER WINDOW (20) ___

TINTED GLASS (23) ___ POWER STEERING (35) ___ POWER BRAKES (51) ___

OVERDRIVE TRAN (27) ___ ULTRA TRAN (28) ___ 710 X 15 4 WHT (55) ___ DIR SIG (61) ___

SPECIAL OPTIONS

AC-235 __ LOCKING FILLER CAP, GAS TANK
AC-1855 __ MIRROR, VISOR VANITY
AC-2028 __ FRONT FENDER SPLASHGUARDS, PAIR
AC-2029 __ COVER, ACCELERATOR PEDAL
AC-2302 __ SPEAKER KIT, REAR SEAT (USE AC-2777)
AC-2334 __ SWITCH KIT, BACK-UP LAMP-LHC (WITH ST, AND OD LESS POWER STEERING)
AC-2340 __ MIRROR, STRAT-O-VUE OUTSIDE (RIGHT OR LEFT SIDE)
AC-2354 __ INTERIOR GLARE PROOF TILT MIRROR
AC-2366 __ KLEENEX DISPENSER
AC-2367 __ MAT, LEFT FRONT FLOOR CARPET - C-K - LHC
AC-2368 __ MAT, RIGHT FRONT FLOOR CARPET - C-K -LHC
AC-2425 __ CAP AND DISK, HUB (WIRE WHEEL) (63)
AC-2444 __ SWITCH KIT, BACK-UP LAMP-LHC (WITH ST, AND OD WITH POWER STEERING)
AC-2495 __ RETAL LICENSE PLATE FRAME (PLASTIC WINDOW)
AC-2499 __ WINDSHIELD WASHER
AC-2516 __ CLIMATITIZER AND DEFROSTER KIT W/HEATER - C-K (CANADA)
AC-2688 __ ANTENNA KIT, INTERNALLY CONTROLLED (68)
AC-2689 __ ANTENNA KIT, FRONT EXTERNALLY CONTROLLED (67)
AC-2699 __ DOOR HANDLE GUARDS, PAIR
AC-2701 __ DEFLECTOR, OUTLET PIPE, ROUND EXH DEFLECTOR
AC-2704 __ GAS DOOR GUARD
AC-2728 __ MIRROR, SUPER-VUE OUTSIDE (RIGHT OR LEFT SIDE)
AC-2730 __ SPOTLIGHT-LEFT SIDE
AC-2738 __ CAP AND DISK, HUB (FULL DISK) 15" EQUIP (62)
AC-2743 __ LICENSE PLATE FRAME
AC-2747 __ RADIO, "STRATOLINE" AUTOMATIC TUNING - C-K (66)
AC-2748 __ RADIO, "STARLINE" MANUAL TUNING - C-K (65)
AC-2750 __ CIGAR LIGHTER COMPLETE (75)
AC-2752 __ LIGHT, COMPARTMENT - C-K
AC-2754 __ DEFLECTOR, OUTLET PIPE (incls. screw) C-K
AC-2756 __ CLOCK KIT, ELECTRIC (74)
AC-2762 __ BACK-UP LAMP KIT - C-K-D (70)
AC-2765 __ SPOTLIGHT ASSEMBLY, LEFT
AC-2766 __ SPOTLIGHT ASSEMBLY, RIGHT
AC-2767 __ TRUNK AND UTILITY LIGHT EQUIPMENT (CORD, REEL, BRACKET, GROMMET, CABLES)
AC-2769 __ CLIMATIZER AND DEFROSTER KIT W/HEATING UNITS - C-K (USA) (60)
AC-2774 __ WASHER KIT, WINDSHIELD - LHC (71)
AC-2775 __ ANTENNA KIT, REAR DUAL, EXTERNALLY CONTR. - C-K (68A)
AC-2776 __ KIT, PARKING BRAKE WARNING LIGHT
AC-2777 __ SPEAKER KIT, REAR SEAT (69)
AC-2780 __ WIRE WHEEL OVERLAY (PROTOTYPE)
AC-2787 __ AUTO COMPASS
AC-2796 __ COVER KIT, VALVE ROCKER ARM CHROME
AC-2799 __ CAP AND DISK, HUB (SPOKE TYPE) (81)
AC-2810 __ GUARD, CHROME DOOR EDGE - SET OF 2 - C-K
AC-2836 __ MIRROR, STARLINE OUTSIDE (FOR RIGHT OR LEFT SIDE)
AC-2861 __ MIRROR, REGAL OUTSIDE (FOR RIGHT OR LEFT SIDE)
SP-50023 __ CURB ALARM, PAIR
SP-50048 __ DELUXE LICENSE PLATE FRAME
SP-50049 __ BRAKE FLUID SAFETY RESERVOIR
SP-50055 __ TRAFFIC LIGHT VIEWER
SP-50060-65 __ FRONT SEAT BELT KIT (80)
SP-50070-75 __ REAR SEAT BELT KIT (GREY, GREEN, RED, BLUE, BROWN, BLACK)
__ SAFETY PADDED SUNVISORS
__ LC HEAD, 825 TO 1 CYL HEAD (ENGINE XH)
__ DELUXE STEERING WHEEL (72)
__ UNDER HOOD LIGHT

STUDEBAKER
PASSENGER CAR ORDER
AND INSPECTION RECORD

INSTRUCTIONS: MADE ON DUPLICATOR MASTERS FROM SALES ORDERS. BY PRODUCTION CONTROL DEPARTMENT. COPIES DISTRIBUTED AS REQUIRED.

FACTORY ORDER NO.

ENGINE NO.

SERIAL NO. **680**_____

DATE WRITTEN

TRANSMISSION: OVERDRIVE | STD. | AUTOMATIC

MODEL AND BODY TYPE
56J K7

SALES ORDER NO.

ELECTRIC WIPER CYL. HEAD

BODY NO.

ITEM NO.

CONTROL: LEFT | RIGHT

IGNITION KEY NO.

DATE TO SHIP

W.A.CLEANER TINT GLASS

TRUNK KEY NO.

TRIM NO.

HOW TO SHIP

GEAR RATIO POWER STEERING

TIRES: BLACK | WHITE

HILL HOLDEN

OTHER SPECIAL FEATURES

DESTINATION:

DATE FINAL ASSY. FINAL INSPR. DATE

DATE SHIPPED INVOICE NUMBER SHIPPER NO.

PAINT (P56XX) **P56**____ _____ ULTRAMATIC _____

TRIM 84_____ IC_____ OVERDRIVE _____

ACCESSORIES AC-XXXX

15 __ SAFETY PADDED DASH
16 __ AIR CONDITIONING
18 __ POWER SEAT
20 __ POWER WINDOWS
23 __ TINTED GLASS
24 __ ELECTRIC WIPERS
27 __ OVERDRIVE TRANSMISSION
28 __ ULTRAMATIC TRANSMISSION
35 __ POWER STEERING
37 __ HIGH POWER KIT
41 __ WET AIR CLEANER
42 __ HEAVY DUTY SPRINGS & SHOCKS
48 __ HILL HOLDER
51 __ POWER BRAKES
55 __ WHITE SIDEWALL TIRES
60 __ CLIMATIZER AND DEFROSTER KIT W/HEATING UNITS - C-K (USA) (AC-2769)
61 __ DIRECTIONAL SIGNALS
62 __ CAP AND DISK, HUB (FULL DISK) 15" EQUIP (AC-2738)
63 __ CAP AND DISK, HUB (WIRE WHEEL) (AC-2425)
65 __ RADIO "STARLINE" MANUAL TUNING - C-K (AC-2748)
66 __ RADIO "STRATOLINE" AUTOMATIC TUNING - C-K (AC-2747)
67 __ ANTENNA KIT, FRONT EXTERNALLY CONTROLLED (AC-2689)
68 __ ANTENNA KIT, INTERNALLY CONTROLLED (AC-2688)
68A __ ANTENNA KIT, REAR DUAL, EXTERNAL CONTROL - C-K (AC-2775)
69 __ SPEAKER KIT, REAR SEAT (AC-2302 AC-2777)
70 __ BACK-UP LAMP KIT - C-K-D (AC-2762)
__ __ SWITCH KIT, BACK-UP LAMP-LHC (W/ST & OD LESS P.S.) (AC-2334)
__ __ SWITCH KIT, BACK-UP LAMP-LHC (W/ST AND OD, W/PS) (AC-2444)
71 __ WASHER KIT, WINDSHIELD - LHC (AC-2774)
72 __ DELUXE STEERING WHEEL
74 __ CLOCK KIT, ELECTRIC (AC-2756)
75 __ CIGAR LIGHTER COMPLETE (AC-2750)
76 __ APPEARANCE GROUP #1
77 __ APPEARANCE GROUP #2
78 __ SAFETY GROUP
79 __ CONVENIENCE GROUP
80 __ FRONT SEAT BELT KIT (GREY, GREEN, RED, BLUE,BROWN,BLACK) (SP-50060 - SP-50065)
__ __ REAR SEAT BELT KIT (GREY, GREEN, RED, BLUE, BROWN, BLACK) (SP-50070 - SP-50075)
81 __ CAP AND DISK, HUB (SPOKE TYPE) (AC-2799)
82 __ ??

S·P

SUPERIOR PERFORMANCE

Guaranteed